

From wb3fau55 at neo.rr.com Sat Jun 2 12:24:05 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sat, 2 Jun 2012 12:24:05 -0400
Subject: [BoatAnchors] Heathkit IM-18
In-Reply-To: <4FC83BF2.7080702@mindspring.com>
Message-ID: <20120602162405.JKCJW.11072.root@cdptpa-web09-z01>

remember Garey, this stuff is getting 'way old'. Weird failures to be expected. And it is fixable...Russ.

----- Garey Barrell <k4oah at mindspring.com> wrote:

> Russ and others who replied -

>

> I finally got back to the VTVM. The problem was a short from the case to the 'hot' terminal of the

> DC CAL pot. After you all calmed me down from my frustration I had to agree that the bridge was

> obviously unbalanced, and with the tube out, there was nowhere for the current to go other than

> through a pot or the switch. As I said earlier, the original builder did a beautiful job, and there

> were NO solder bridges, left over lead clippings, etc. floating around in there. I measured from

> one side of the bridge, (Pin 3,) and measured 47 ohms to ground. Now I had something I could work

> with.!

>

> So I did what they do on TV, I 'pulled the red wire' out of the PC board and measured from the pad

> to ground and sure enough, still 47 ohms to ground. After some solder sucking (thank you Mr Hakko!)

> and isolating pins on the three CAL pots, I determined that the DC CAL pot was indeed shorted to

> it's case. A little pot surgery showed no animal carcasses, solder blobs or other detritus floating

> inside, so I re-assembled and measured open from all pins to case on the pot. So I re-installed it,

> replaced the leads I had to disconnect to get to the board, and fired it up. Perfect!

>

> So it's cooking in on the bench, and I'll CAL in the morning.

>

> Thanks again for all the 'directed thinking' I needed. It's so nice when one actually comes together!

>

> 73, Garey - K40AH

> Glen Allen, VA

>

> Drake 2-B, 2-C/2-NT, 4-A, 4-B, C-Line

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> and TR-4/C Service Supplement CDs
> <www.k4oah.com>
>
> wb3fau55 at neo.rr.com wrote:
> > Garey, check for a shorted bypass or coupling cap. 12AU7 is likely OK since
you
> > pulled it and same results...Russ.
> > ---- Garey Barrell<k4oah at mindspring.com> wrote:
> >> OK, I give up.....
> >>
> >> I have an IM-18 that has been working for years. Turned it on, and the meter
pegs 'downscale' on
> >> 'AC'. On 'DC-' it pegs downscale, on 'DC+' it pegs upscale. ZERO control
has no visible effect.
> >> No combination of the CAL controls makes any visible effect. Interestingly,
results are identical
> >> with the 12AU7 removed. DC voltages on the power supply capacitor are
nominal. Whoever built it
> >> did a VERY nice job, beautiful solder on board and switch. Close visual
examination shows not
> >> obvious shorts, bridges, etc.
> >>
> >> Open to ideas or suggestions..
> >>
> >> 73, Garey - K40AH
> >> Glen Allen, VA
> >>
> >> Drake 2-B, 2-C/2-NT, 4-A, 4-B, C-Line
> >> and TR-4/C Service Supplement CDs
> >> <www.k4oah.com>
> >>
> >>
> >>
> >> -----
> >> BoatAnchors mailing list
> >> BoatAnchors at theporch.com
> >> https://minime.theporch.com/mailman/listinfo/boatanchors
> >
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> -----
> BoatAnchors mailing list
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> https://minime.theporch.com/mailman/listinfo/boatanchors

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From jerry7proc at yahoo.com Sun Jun 3 14:04:57 2012
 From: jerry7proc at yahoo.com (Jerry Proc)
 Date: Sun, 3 Jun 2012 11:04:57 -0700 (PDT)

Subject: [BoatAnchors] URL for Teletype Model 28 Family Brochures
Message-ID: <1338746697.58566.YahooMailNeo@web122602.mail.ne1.yahoo.com>

Hello Everyone,

?

Rather than have them sit in the darkness of a file folder, I decided to scan six, colour, ?marketing brochures issued by the Teletype Corp (circa 1959) and make them available to anyone who wishes to download them. ?I may opt to publish these on the web at some later date, but in the meantime they are here: ?

?

<http://jproc.ca/temp/>

?

For some of you who used these in a previous lifetime, it will be a trip down memory lane.

??

--

Regards,

Jerry Proc

E-mail: jerry7proc at yahoo.com

From oldradio at comcast.net Sun Jun 3 15:28:19 2012

From: oldradio at comcast.net (oldradio at comcast.net)

Date: Sun, 3 Jun 2012 19:28:19 +0000 (UTC)

Subject: [BoatAnchors] URL for Teletype Model 28 Family Brochures

In-Reply-To: <1338746697.58566.YahooMailNeo@web122602.mail.ne1.yahoo.com>

Message-ID:

<869629959.377214.1338751699547.JavaMail.root@sz0128a.westchester.pa.mail.comcast.net>

Thanks for the memories.

73, John Dilks, K2TQN

-.-

----- Original Message -----

From: "Jerry Proc" <jerry7proc at yahoo.com>

To: "Old Tube Radios" <boatanchors at theporch.com>

Sent: Sunday, June 3, 2012 2:04:57 PM

Subject: [BoatAnchors] URL for Teletype Model 28 Family Brochures

Hello Everyone,

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Rather than have them sit in the darkness of a file folder, I decided to scan six, colour, ?marketing brochures issued by the Teletype Corp (circa 1959) and make them available to anyone who wishes to download them. ?I may opt to publish these on the web at some later date, but in the meantime they are here: ?

?

<http://jproc.ca/temp/>

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For some of you who used these in a previous lifetime, it will be a trip down memory lane.

??

--

Regards,

Jerry Proc

E-mail: jerry7proc at yahoo.com

BoatAnchors mailing list

BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From arc5 at ix.netcom.com Sun Jun 3 17:21:58 2012

From: arc5 at ix.netcom.com (David Stinson)

Date: Sun, 3 Jun 2012 16:21:58 -0500

Subject: [BoatAnchors] ARC-2 power supply

Message-ID: <3EF3457283CA4EDC8216CA99D68FDD53@DaddyPC>

A few people asked me about the non-isolated, voltage quadrupler

ARC-2 power supply shown in Oct 1961 73 Magazine.

I've scanned the diagram, but I must again urge you not to build this thing. You're asking to get dead.

But it's your bacon, so fry it how you like:

<http://home.netcom.com/~arc5/ARC2KillerPS.jpg>

From kd5byb at kd5byb.net Mon Jun 4 19:33:43 2012

From: kd5byb at kd5byb.net (Ben Hall)

Date: Mon, 04 Jun 2012 18:33:43 -0500

Subject: [BoatAnchors] Wrinkle paint and engraved lettering.

Message-ID: <4FCD45D7.4050508@kd5byb.net>

Good evening all,

So the other day I'm reorganizing the garage whilst I'm working on my RBA.

One of the things I got down to go into the new shack desk is my Civil Aeronautics Authority receiver, which is a modified National RCK.

It looks like absolute junk as most of the black wrinkle paint is flaking off. I suspect it spent some time underwater. :(

Still, it is sentimental. It was the first BA I ever brought back

"from the dead." Most of what I know about troubleshooting BA gear came from that set. ;)

So I'm considering refinishing it. I said "considering", as I kind of like old stuff left as-is. But, if I do decide to refinish it, one challenge will be the fact that it has engraved, paint-filled lettering on a wrinkle-finish black panel.

How does one go about doing this? Seems that lacquer stick would be a total disaster on wrinkle paint. And that the wrinkle paint would fill in the engraved markings anyways.

Thoughts?

thanks much,
ben

From arc5 at ix.netcom.com Mon Jun 4 20:06:15 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 4 Jun 2012 19:06:15 -0500
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <4FCD45D7.4050508@kd5byb.net>
References: <4FCD45D7.4050508@kd5byb.net>
Message-ID: <B7CEA653A17148388F0678C938EB2572@DaddyPC>

----- Original Message -----

From: "Ben Hall" <kd5byb at kd5byb.net>
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.

>...my Civil Aeronautics Authority receiver,
> which is a modified National RCK...
>It looks like absolute junk as most of the black wrinkle paint is
>flaking off.

Ben, let me get my sacrilege out of the way first.

If I understand correctly, we're not talking about little nicks that need "touch-up;" it's a complete repaint.

I have officially given-up on getting wrinkle paint to "work," and am sick to death of the "strip, paint, re-strip, re-paint, repeat" circle of insanity.
>From now on, I refuse to let "the perfect be the enemy of the good."
The panel needs paint, for protection at least.
Attempting to wrinkle-paint and have it come-out looking

like it did in 1942, when you don't have the factory line,
factory sprayers, factory curing ovens or even the
EPA-banned paint formulation to do it will, IMHO,
waste your time, money and emotional energy.
Strip it, clean it, prime it, Satin Black it,
fill in the letters with a white lacquer stick
and be happy.

Now- all that said, I saw a new product at Wally World:

Krylon 2911 Outdoor Spaces Black Textured Finish 12 oz

Unlike the so-called "textured" paints that look like they have
sand mixed with them, this seems to be a new texturing formula.
While it's not "wrinkle," it's pretty close to a fine wrinkle surface.
I think I'll find a junk panel and give it a try.
Probably another exercise in futility, since one little "run"
ruins a panel, but it's worth a shot.

73 DE Dave AB5S

From kd5byb at kd5byb.net Mon Jun 4 20:55:50 2012
From: kd5byb at kd5byb.net (Ben Hall)
Date: Mon, 04 Jun 2012 19:55:50 -0500
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <B7CEA653A17148388F0678C938EB2572@DaddyPC>
References: <4FCD45D7.4050508@kd5byb.net>
<B7CEA653A17148388F0678C938EB2572@DaddyPC>
Message-ID: <4FCD5916.3080000@kd5byb.net>

Hi Dave,

Yep, this would be a complete strip and re-paint. The front panel has
less than 50% of the original black wrinkle paint remaining.

Sacrilege? Naaah. It's not a museum piece; never will be.

Have you tried VHT Wrinkle Plus spray paint? (bought mine at the auto
parts place) Last year I repainted some smaller parts, including a
BC-348 escutcheon, main tuning knob, of size up to about 6" square, and
got really good results using a heat-lamp for curing.

I need to experiment more on some larger pieces. And I need to try that
Krylon textured finish as well.

You are absolutely right - perfect is the enemy of good! Above me is a

BC-348 that is a testament to exactly that. It had been painted with gray paint over the original black wrinkle and I spent about a day with a 50/50 mix of acetone and mineral spirits removing the gray. Getting the gray off I did thin out the wrinkle quite a bit, and it was bare in spots. I thought it was done for and going to need a repaint.

Thinking "what the heck" I got out the flat black, a small brush, and over-coated the bare spots. Thought it would look like garbage, but no!

The result isn't perfect, but unless you look real close in good light, you'll never spot them:

<<http://www.kd5byb.net/BC348/bc348q.jpg>>

If I do decided to redo it, I may just do the satin black / lacquer stick and call it good. :)

thanks much and 73,
ben

On 6/4/2012 7:06 PM, David Stinson wrote:

>
> ----- Original Message ----- From: "Ben Hall" <kd5byb at kd5byb.net>
> Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
>
>> ...my Civil Aeronautics Authority receiver,
>> which is a modified National RCK...
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>> flaking off.
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> and am sick to death of the
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> "the perfect be the enemy of the good."
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> like it did in 1942, when you don't have the factory line,
> factory sprayers, factory curing ovens or even the
> EPA-banned paint formulation to do it will, IMHO,
> waste your time, money and emotional energy.

> Strip it, clean it, prime it, Satin Black it,
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>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>
>

From w9ac at arrl.net Mon Jun 4 21:38:50 2012
From: w9ac at arrl.net (Paul Christensen)
Date: Mon, 4 Jun 2012 21:38:50 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
References:
<4FCD45D7.4050508@kd5byb.net><B7CEA653A17148388F0678C938EB2572@DaddyPC>
<4FCD5916.30800000@kd5byb.net>
Message-ID: <06A952401E224551A5BD8FD272D75B9F@DBT0A000>

> Have you tried VHT Wrinkle Plus spray paint? (bought mine at the auto
> parts place)

I recently used this product when restoring a National speaker. The result was a very consistent wrinkling, helped by placement in an oven for about 30 minutes at the lowest heat setting of about 140 degrees F. One lesson learned is that the wrinkling takes days to harden even though the paint is fully dried. After following the instructions that indicated three heavy coats separated by ten minutes, I came to the conclusion that it was very easy to achieve excellent wrinkling by following the exact paint can instructions. The trick is the application of heavy coats separated in time - in a low humidity environment. Light coats absolutely will not work.

As well as it turned out, guess what? The wrinkling just isn't the same as

what National and other 1930s manufacturers achieved. As others have pointed out, there may have been something in the paint that is not allowed today to get the more interesting wrinkled look.

On my National NC-101X, I cheated. The original paint was complete but very dull with light imperfections that occurred over time. I sprayed a large amount of VHT paint into a plastic bowl, then dipped a rag into it. With the rag saturated, I quickly rubbed the paint into the existing wrinkle. More lessons learned. In order to use this method, the wrinkle must have relatively deep peaks and valleys or else the paint fills into the valleys which undermines the desired effect. Quick circular rotations are required too. But in the end, the look turned out better this way since I was able to retain the original wrinkle pattern.

A photo of the NC-101X and speaker can be seen on my QRZ.com page. Scroll to the bottom.

Paul, W9AC

From rbsingl at ilstu.edu Mon Jun 4 21:52:28 2012
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Tue, 5 Jun 2012 01:52:28 +0000
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <06A952401E224551A5BD8FD272D75B9F@DBTOA000>
References: <4FCD45D7.4050508@kd5byb.net>
<B7CEA653A17148388F0678C938EB2572@DaddyPC>
<4FCD5916.3080000@kd5byb.net>
<06A952401E224551A5BD8FD272D75B9F@DBTOA000>
Message-ID: <0DEBF1C8D8437248BE53CD4213B89BD318DBBE01@ISUEMBX02.ad.ilstu.edu>

I have also used the VHT wrinkle paint and it is the best I have found so far. But CAUTION, it takes a long time for the distinctive odor of this paint to disappear from the gear. It seems to take a long time to cure as Paul noted and the odor is still noticeable for weeks. Also pay close attention to what Paul states about heavy coats being required, this point is critical with this paint.

Rodger WQ9E

Dr. Rodger B. Singley
Professor of Marketing

-----Original Message-----

From: boatanchors-bounces at theporch.com [mailto:boatanchors-bounces at

theporch.com] On Behalf Of Paul Christensen

Sent: Monday, June 04, 2012 8:39 PM

To: Old Tube Radios

Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.

> Have you tried VHT Wrinkle Plus spray paint? (bought mine at the auto
> parts place)

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Paul, W9AC

BoatAnchors mailing list

BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From WA5CAB at cs.com Mon Jun 4 23:42:20 2012

From: WA5CAB at cs.com (WA5CAB at cs.com)

Date: Mon, 4 Jun 2012 23:42:20 -0400 (EDT)

Subject: [BoatAnchors] Wrinkle paint and engraved lettering.

Message-ID: <10e00.49844997.3cfeda1c@cs.com>

This is also true of the custom mixed Signal Corps green wrinkle paint made for us by Seymour of Sycomore. I would say, at least in the Houston climate, full cure takes up to two months. The simple rule is that if you can still detect any odor from it, it isn't cured.

In a message dated 06/04/2012 20:52:57 PM Central Daylight Time,
rbsingl at ilstu.edu writes:

> I have also used the VHT wrinkle paint and it is the best I have found so
> far. But CAUTION, it takes a long time for the distinctive odor of this
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>

> Rodger WQ9E

>

> Dr. Rodger B. Singley
> Professor of Marketing
>
>
>
> -----Original Message-----
> From: boatanchors-bounces at theporch.com
> [mailto:boatanchors-bounces at theporch.com] On Behalf Of Paul Christensen
> Sent: Monday, June 04, 2012 8:39 PM
> To: Old Tube Radios
> Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.
>
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> easy to achieve excellent wrinkling by following the exact paint can
> instructions. The trick is the application of heavy coats separated in time -
in
> a low humidity environment. Light coats absolutely will not work.
> Paul, W9AC
>

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From zengmeiste at aol.com Tue Jun 5 15:47:23 2012
From: zengmeiste at aol.com (Jammer)
Date: Tue, 5 Jun 2012 15:47:23 -0400 (EDT)
Subject: [BoatAnchors] Wrinkly paint, engraved lettering, and posterity
In-Reply-To: <mailman.1.1338915600.70195.boatanchors@theporch.com>
References: <mailman.1.1338915600.70195.boatanchors@theporch.com>
Message-ID: <8CF116B292A3A18-23BC-363D@webmail-m093.sysops.aol.com>

Guys, pardon a comment from a dedicated lurker... I know these emails get archived and that one can search for stuff there. And this is really great info! A LOT of intelligent commentary, suggestions and kinks flows through here (and other similar lists).

Seems ta -me- it'd be worthwhile to organizize such stuff so it's accessible,

like

in an index! I recently found such, and lost it, ouch. Anyway, knowledge like this could

perhaps be put onto Wikipedia? Synopsized, o'course. Or maybe there's already a (permuted) index into some / many related lists?

...I used to 'archive' useful info by creating a DRAFT copy in AOL.. that's the one thing

that makes AOL useful, IMHO... it's permanent! Have lots of draft copies on HD... DEAD

drives, that is... sigh.

Just food for random thought.

73, Terry KC9KEL

From gumbear at pacbell.net Tue Jun 5 18:53:04 2012

From: gumbear at pacbell.net (Arden Allen)

Date: Tue, 5 Jun 2012 15:53:04 -0700

Subject: [BoatAnchors] Wrinkly paint, engraved lettering, and posterity

References: <mailman.1.1338915600.70195.boatanchors@theporch.com>

<8CF116B292A3A18-23BC-363D@webmail-m093.sysops.aol.com>

Message-ID: <000d01cd436d\$fe26bbe0\$650aa8c0@KB6NAX>

The problem is nothing new. I have the same problem with paper records. Notes, lists, diagrams, articles, etc., stashed here and there in binders, folders, stacks, piles, drifts.... I oughta set a match to the paper stuff but the Air Quality Management District might object. Now when I want to look something up I let Google do my searching for me. So that's what's needed, Google to search the Boatanchors archives. Web Savants, how big of a problem is that to solve??

Arden
KB6NAX

Jammer sez:

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and that one can search for stuff there. And this is really great info! A LOT of intelligent

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BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From wb3fau55 at neo.rr.com Tue Jun 5 21:09:15 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Tue, 5 Jun 2012 21:09:15 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <4FCD45D7.4050508@kd5byb.net>
Message-ID: <20120606010915.2CP12.40847.root@cdptpa-web09-z01>

one method i used, work good. white stamp pad ink, applied with a toothpick- worked for me. Russ.

---- Ben Hall <kd5byb at kd5byb.net> wrote:

> Good evening all,

>

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> One of the things I got down to go into the new shack desk is my Civil

> Aeronautics Authority receiver, which is a modified National RCK.

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> flaking off. I suspect it spent some time underwater. :(
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> thanks much,
> ben
>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From w2dgb at ptd.net Wed Jun 6 09:24:12 2012
From: w2dgb at ptd.net (Bill Fizette)
Date: Wed, 6 Jun 2012 09:24:12 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <20120606010915.2CP12.40847.root@cdptpa-web09-z01>
References: <20120606010915.2CP12.40847.root@cdptpa-web09-z01>
Message-ID: <CB75E7A89C6340B0917853B9BB86B3C1@BillPC>

This problem stumped me for years with the old National sliding coil receivers, until I took a very hard look at one of them under a magnifying glass. No white filler! Engraving at the factory was through the paint into the 1/4" aluminum panel, with nothing added.

I did a restoration of a National RCD airport receiver a few years ago, and to get the lettering I carefully scraped the paint out of the engravings with dental tools. No fillers. Not the best, but overall acceptable. Still looks good.

73, Bill w2dgb

----- Original Message -----

From: <wb3fau55 at neo.rr.com>

To: "Old Tube Radios" <boatanchors at theporch.com>; "Ben Hall"
<kd5byb at kd5byb.net>

Sent: Tuesday, June 05, 2012 9:09 PM

Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.

> one method i used, work good. white stamp pad ink, applied with a
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>> How does one go about doing this? Seems that lacquer stick would be a
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>> Thoughts?
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>> thanks much,
>> ben
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>> BoatAnchors mailing list
>> BoatAnchors at theporch.com
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>
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>

From w9ac at arrl.net Wed Jun 6 09:37:26 2012
From: w9ac at arrl.net (Paul Christensen)
Date: Wed, 6 Jun 2012 09:37:26 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
References: <20120606010915.2CP12.40847.root@cdptpa-web09-z01>
<CB75E7A89C6340B0917853B9BB86B3C1@BillPC>
Message-ID: <003c01cd43e9\$83339850\$1d3ca8c0@office>

Bill,

I recently discovered that on my NC-101X. From just a short distance, the bare aluminum engraving looks white against the black wrinkled background. The good news is that it seems to stay bright enough over the years without having to fill the engraving.

Paul, W9AC

----- Original Message -----

From: "Bill Fizette" <w2dgb at ptd.net>
To: <wb3fau55 at neo.rr.com>; "Old Tube Radios" <boatanchors at theporch.com>;
"Ben Hall" <kd5byb at kd5byb.net>
Sent: Wednesday, June 06, 2012 9:24 AM
Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.

> This problem stumped me for years with the old National sliding coil
> receivers, until I took a very hard look at one of them under a magnifying
> glass. No white filler! Engraving at the factory was through the paint
> into the 1/4" aluminum panel, with nothing added.

>

> I did a restoration of a National RCD airport receiver a few years ago,
> and to get the lettering I carefully scraped the paint out of the
> engravings with dental tools. No fillers. Not the best, but overall
> acceptable. Still looks good.

>

> 73, Bill w2dgb

>

>

> ----- Original Message -----

> From: <wb3fau55 at neo.rr.com>
> To: "Old Tube Radios" <boatanchors at theporch.com>; "Ben Hall"
> <kd5byb at kd5byb.net>
> Sent: Tuesday, June 05, 2012 9:09 PM

> Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.
>
>
>> one method i used, work good. white stamp pad ink, applied with a
>> toothpick- worked for me. Russ.
>> ---- Ben Hall <kd5byb at kd5byb.net> wrote:
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>>
>
>
> -----
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> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From mike_25-z at aafradio.org Wed Jun 6 10:07:47 2012
From: mike_25-z at aafradio.org (aafradio)
Date: Wed, 06 Jun 2012 10:07:47 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <CB75E7A89C6340B0917853B9BB86B3C1@BillPC>
References: <20120606010915.2CP12.40847.root@cdptpa-web09-z01>
<CB75E7A89C6340B0917853B9BB86B3C1@BillPC>
Message-ID: <4FCF6433.1060801@aafradio.org>

I've had good luck with using a masking fluid injected into the v groove of the engraving. Makes digging out the new wrinkle overpaint fairly easy. You do need a good stereo inspection microscope and a steady hand, though. The masking fluid is basically liquid rubber, so it doesn't adhere to the aluminum. FWIW, here's the kit I use:
<http://www.amazon.com/Masquepen-Masking-Regular-Applicator-Superfine/dp/B00169D2EA>

73, Mike KC4TOS

On 6/6/2012 9:24 AM, Bill Fizette wrote:
> This problem stumped me for years with the old National sliding coil
> receivers, until I took a very hard look at one of them under a
> magnifying glass. No white filler! Engraving at the factory was
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> ago, and to get the lettering I carefully scraped the paint out of the
> engravings with dental tools. No fillers. Not the best, but overall
> acceptable. Still looks good.

From WA1KBQ at aol.com Wed Jun 6 19:28:07 2012
From: WA1KBQ at aol.com (WA1KBQ at aol.com)
Date: Wed, 6 Jun 2012 19:28:07 -0400 (EDT)
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
Message-ID: <2187d.14c7bd0a.3d014187@aol.com>

Not long ago I was discussing this very issue with another hobbyist, how to re-engrave original National front panels after refinishing and he told me he knew someone who could do it. I'll try to find out more about it.

Greg

In a message dated 6/6/2012 9:33:32 A.M. Eastern Daylight Time,
w2dgb at ptd.net writes:

This problem stumped me for years with the old National sliding coil receivers, until I took a very hard look at one of them under a magnifying glass. No white filler! Engraving at the factory was through the paint into the 1/4" aluminum panel, with nothing added.

I did a restoration of a National RCD airport receiver a few years ago, and to get the lettering I carefully scraped the paint out of the engravings with dental tools. No fillers. Not the best, but overall acceptable. Still looks good.

73, Bill w2dgb

----- Original Message -----

From: <wb3fau55 at neo.rr.com>

To: "Old Tube Radios" <boatanchors at theporch.com>; "Ben Hall" <kd5byb at kd5byb.net>

Sent: Tuesday, June 05, 2012 9:09 PM

Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.

> one method i used, work good. white stamp pad ink, applied with a
> toothpick- worked for me. Russ.
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BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From mike_25-z at aafradio.org Wed Jun 6 20:59:14 2012
From: mike_25-z at aafradio.org (aafradio)
Date: Wed, 06 Jun 2012 20:59:14 -0400
Subject: [BoatAnchors] Wrinkle paint and engraved lettering.
In-Reply-To: <2187d.14c7bd0a.3d014187@aol.com>
References: <2187d.14c7bd0a.3d014187@aol.com>
Message-ID: <4FCFFCE2.4020506@aafradio.org>

This is possible, but the original engraving has to be filled with aluminum paint, or aluminum filled epoxy, at least in my experience. The reason is that with manual methods it is impossible to provide precise registration with the old engraving, and if you are .010" off, the wrinkle paint will come out of inconvenient spots when you re-engrave. Essentially you have to start from scratch if you are going to use such manual engraving methods. There is another alternative I have not explored, and that is scanning the original panel and using a CNC controlled engraver to provide the registration, but I don't believe

that would be inexpensive.

Mike

On 6/6/2012 7:28 PM, WA1KBQ at aol.com wrote:

> Not long ago I was discussing this very issue with another hobbyist, how to
> re-engrave original National front panels after refinishing and he told me
> he knew someone who could do it. I'll try to find out more about it.

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> Greg

>

>

> In a message dated 6/6/2012 9:33:32 A.M. Eastern Daylight Time,
> w2dgb at ptd.net writes:

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> looks good.

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> 73, Bill w2dgb

>

>

> ----- Original Message -----

> From: <wb3fau55 at neo.rr.com>

> To: "Old Tube Radios" <boatanchors at theporch.com>; "Ben Hall"

> <kd5byb at kd5byb.net>

> Sent: Tuesday, June 05, 2012 9:09 PM

> Subject: Re: [BoatAnchors] Wrinkle paint and engraved lettering.

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>
>

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From laffitte at prtc.net Thu Jun 7 22:13:39 2012

From: laffitte at prtc.net (Guido)
Date: Thu, 7 Jun 2012 22:13:39 -0400
Subject: [BoatAnchors] R1051B question
Message-ID: <3FE28A46198B4CE99324C879BCAB646F@GuidoPC>

Gentlemen,

My R1051B has developed a problem that I have not seen here in the list or the R1051 list. I was hearing RCI on 6020kHz and decided to move to 9795kHz. As I went through the 7 and 8 MHz segments no sound came out and the same thing happened arriving at the 9MHz segment. I came back to 6020kHz and everything is ok here but nothing in the other bands. Moving up again I hear the 7, 8 and 9 MHz bands working. Moving back again, now nothing on the 6MHz band. Eventually only the 9MHz band remained working. Some misalignment problem here. Just asking before I have to dig into the blue and huge manual. Any recommendations?

Best 73s

Guido KP4FAR

From spr at earthlink.net Fri Jun 8 01:10:11 2012
From: spr at earthlink.net (Scott Robinson)
Date: Thu, 07 Jun 2012 22:10:11 -0700
Subject: [BoatAnchors] R1051B question
In-Reply-To: <3FE28A46198B4CE99324C879BCAB646F@GuidoPC>
References: <3FE28A46198B4CE99324C879BCAB646F@GuidoPC>
Message-ID: <4FD18933.1030806@earthlink.net>

Hi Guido,

Sounds like an oxidized switch or relay contact to me.

Good hunting!

/scott

On 6/7/12 7:13 PM, Guido wrote:

> Gentlemen,
>

> My R1051B has developed a problem that I have not seen here in the list or the R1051 list. I was hearing RCI on 6020kHz and decided to move to 9795kHz. As I went through the 7 and 8 MHz segments no sound came out and the same thing happened arriving at the 9MHz segment. I came back to 6020kHz and everything is ok here but nothing in the other bands. Moving up again I hear the 7, 8 and 9 MHz bands working. Moving back again, now nothing on the 6MHz band. Eventually only the 9MHz band remained working. Some misalignment problem here. Just asking before

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>

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> BoatAnchors mailing list

> BoatAnchors at theporch.com

> <https://minime.theporch.com/mailman/listinfo/boatanchors>

>

From ddillman at igc.org Fri Jun 8 12:39:19 2012

From: ddillman at igc.org (Richard Dillman)

Date: Fri, 8 Jun 2012 09:39:19 -0700 (GMT-07:00)

Subject: [BoatAnchors] Denice stateside

Message-ID: <26620223.1339173560250.JavaMail.root@elwamui-norfolk.atl.sa.earthlink.net>

Thanks to all those who sent cards to Denice and inquired by email about her status. It's been a while since we have been able to post an update because we had received no additional information. But now comes news that DA has returned to the US and continues her recovery. For those who may not have received our earlier updates, our beloved Denice suffered a stroke as she was about to depart for sea duty aboard her new ship.

This from Kathy Lauer:

Dear Friends and Loved Ones, Denice made her return to Mi. on Wed. without incident. She is in a Rehab only facility and working very hard. Her diet has been up-graded to normal food. The average stay at this facility is only 19 days, we will see about that. She has her blackberry but at this time is unable to use it. Her gear has not arrived as of yet, so her lap top is still in transit. The facility is only three or four miles from her father's home and he is there twice a day. Her younger sister will be coming up from TN. today to visit her for a week or so. We hope to get her out to the movies to see Dark Shadows next week. She loves Johnny Depp and watched Dark Shadows as a young adult. Denice's room phone and facility info. is below. You can also send cards to Ron's at:
1524 Marquette St. Saginaw, Mi. 48602
OR: Denice Stoops Covenant Rehab Center
515 N. Michigan Ave. Saginaw, MI. 48692

Sincerely, KATHY LAUER

And this from Paul Shinn of the MRHS Transmitter Department:

Just spoke to DA, she sounds MUCH better! Almost sounds like herself now. Although conversations have to be short and to the point (much like handling CW traffic), she can get the whole sentence out just fine. She is obviously all there mentally (as much as ever), so that's a great news.

She has her dad there now and it sounds like she is working full time on therapy.

PS

We will now forward all the cards and letters folks so kindly sent to DA at her address in Michigan. Let's continue to keep her in our prayers as she continues with her recovery.

VY 73,

RD

=====
Richard Dillman, WPE2VT
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

From laffitte at prtc.net Fri Jun 8 15:12:23 2012
From: laffitte at prtc.net (Guido)
Date: Fri, 8 Jun 2012 15:12:23 -0400
Subject: [BoatAnchors] R1051B question
In-Reply-To: <4FD18933.1030806@earthlink.net>
References: <3FE28A46198B4CE99324C879BCAB646F@GuidoPC>
<4FD18933.1030806@earthlink.net>
Message-ID: <B6A4780DFAEF4149817BFB176EB1A5FE@GuidoPC>

Hi Scott,

Yesterday I left it with only the 9MHz band in working order. Today everything works normally. It must have been some sticking relay. With the high humidity here and temperatures soaring in the upper 90s anything can happen. The last time I worked on this R1051B was about two years ago. A diode bridge in the PS had deteriorated to the point that the diodes disintegrated in my hands. At least it was easy to find. Lets see if this new event doesn't come back again. I also have to use the 1051 more often.

Thanks and 73s

Guido KP4FAR

-----Original Message-----

From: Scott Robinson

Sent: Friday, June 08, 2012 1:10 AM

To: Guido ; boatanchors at theporch.com

Subject: Re: [BoatAnchors] R1051B question

Hi Guido,

Sounds like an oxidized switch or relay contact to me.

Good hunting!

/scott

On 6/7/12 7:13 PM, Guido wrote:

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>

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> Guido KP4FAR

>

> -----

> BoatAnchors mailing list

> BoatAnchors at theporch.com

> <https://minime.theporch.com/mailman/listinfo/boatanchors>

>

No virus found in this message.

Checked by AVG - www.avg.com

Version: 10.0.1424 / Virus Database: 2433/5055 - Release Date: 06/07/12

From WA5CAB at cs.com Fri Jun 8 15:29:56 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Fri, 8 Jun 2012 15:29:56 -0400 (EDT)
Subject: [BoatAnchors] R1051B question
Message-ID: <13aa4.4305d3c3.3d03acb4@cs.com>

Guido,

In the R-1051's, as well as in the AN/WRC-1 and AN/URC-35, there is a feature that disables the receiver while changing frequencies. My URC-35B has a problem with it. I haven't had time to determine how it is accomplished either mechanically or electrically. But that might be your problem. I feel sure that there is a relay involved as well as some mechanics.

In a message dated 06/08/2012 14:12:50 PM Central Daylight Time, laffitte at prtc.net writes:

> Hi Scott,
>
> Yesterday I left it with only the 9MHz band in working order. Today
> everything works normally. It must have been some sticking relay. With the
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> high humidity here and temperatures soaring in the upper 90s anything can
> happen. The last time I worked on this R1051B was about two years ago. A
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> new event doesn't come back again. I also have to use the 1051 more often.
>
> Thanks and 73s
>
> Guido KP4FAR

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From laffitte at prtc.net Fri Jun 8 20:05:59 2012
From: laffitte at prtc.net (Guido)
Date: Fri, 8 Jun 2012 20:05:59 -0400
Subject: [BoatAnchors] R1051B question
In-Reply-To: <13aa4.4305d3c3.3d03acb4@cs.com>
References: <13aa4.4305d3c3.3d03acb4@cs.com>
Message-ID: <1AD2D569303649C6BE549BD019F24AEF@GuidoPC>

Robert,

I am going to see what the manual says but definitely this has to do with a relay probably combined with the mechanics as you indicate. When the problem was there, I could not hear a relay that apparently activates the

receiver after changing the frequency. Whatever I find it will be posted. This may have been an isolated incident due to the fact that the R1051B is not a receiver that I use so often but we'll see what happens in the next days. The last time I had to take this one down from the shelf my son had to come by and give me a hand. Not an easy task hauling these BAs around anymore but I would not have it any other way.

Best 73s

Guido KP4FAR

-----Original Message-----

From: WA5CAB at cs.com

Sent: Friday, June 08, 2012 3:29 PM

To: boatanchors at theporch.com

Subject: Re: [BoatAnchors] R1051B question

Guido,

In the R-1051's, as well as in the AN/WRC-1 and AN/URC-35, there is a feature that disables the receiver while changing frequencies. My URC-35B has a problem with it. I haven't had time to determine how it is accomplished either mechanically or electrically. But that might be your problem. I feel sure that there is a relay involved as well as some mechanics.

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> Guido KP4FAR

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1424 / Virus Database: 2433/5056 - Release Date: 06/08/12

From provero at ct.metrocast.net Fri Jun 8 22:34:16 2012
From: provero at ct.metrocast.net (P.J. Rovero)
Date: Fri, 8 Jun 2012 22:34:16 -0400
Subject: [BoatAnchors] R1051B question
Message-ID: <60977.1339209256@ct.metrocast.net>

Guido,

On my ships, I don't think we ever turned the R-1051's off
unless we were in port, cold iron.

P.J. "Josh" Rovero Ham Radio: KK1D
Web: <http://www.roveroresearch.info>
Web2: <http://www.roveroresearch.org>

From arc5 at ix.netcom.com Sat Jun 9 06:27:00 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Sat, 9 Jun 2012 05:27:00 -0500
Subject: [BoatAnchors] Hallicrafters SX-42 - Restore or Parts?
Message-ID: <8E9EE7F6F45047D3AF0119311678F3CF@DaddyPC>

I just picked-up a (heavy!) Hallicrafters SX-42 receiver
here in the Dallas area, brought to HamCom by a friend from Denver.
It was obviously left where a fine mist of water could hit
the front panel, which has lots of shallow rust spots through the paint
and will need a complete work-over. Case and trim ring
also need a complete re-finish. It has the original round S-meter,
which I'm told is tough to find. The switches and some of the
controls
are seized, but can probably be freed. The band switch rotates
and looks OK. Knobs look OK.
Chassis looks pretty fair with the only significant rust spots
on the right vertical support member and on the transformer shield.
I've certainly seen worse sets recovered.

The very complexity of this set will make it a big project.
I'm not a Hallicrafters person. I don't know if an SX-42 is
considered
worth recovery or if I should "part it out" to help other sets.
Advice, please?

TNX ES 73 Dave AB5S

From infomet at embarqmail.com Sat Jun 9 17:35:25 2012
From: infomet at embarqmail.com (Wilson Lamb)
Date: Sat, 9 Jun 2012 17:35:25 -0400 (EDT)
Subject: [BoatAnchors] Hallicrafters SX-42 - Restore or Parts?
In-Reply-To: <8E9EE7F6F45047D3AF0119311678F3CF@DaddyPC>
Message-ID:
<161484708.3218119.1339277725985.JavaMail.root@md17.embarq.synacor.com>

MANY hours of work to get a soso receiver for which there is not much demand!
And that's assuming all goes well and you don't break any rare parts.
I wouldn't touch it.

Wilson

W4BOH

----- Original Message -----

I just picked-up a (heavy!) Hallicrafters SX-42 receiver
here in the Dallas area, brought to HamCom by a friend from Denver.
It was obviously left where a fine mist of water could hit
the front panel, which has lots of shallow rust spots through the paint
and will need a complete work-over. Case and trim ring
also need a complete re-finish. It has the original round S-meter,
which I'm told is tough to find. The switches and some of the
controls
are seized, but can probably be freed. The band switch rotates
and looks OK. Knobs look OK.
Chassis looks pretty fair with the only significant rust spots
on the right vertical support member and on the transformer shield.
I've certainly seen worse sets recovered.
The very complexity of this set will make it a big project.
I'm not a Hallicrafters person. I don't know if an SX-42 is
considered
worth recovery or if I should "part it out" to help other sets.
Advice, please?

TNX ES 73 Dave AB5S

From spr at earthlink.net Sat Jun 9 22:35:39 2012
From: spr at earthlink.net (Scott Robinson)
Date: Sat, 09 Jun 2012 19:35:39 -0700
Subject: [BoatAnchors] Hallicrafters SX-42 - Restore or Parts?
In-Reply-To: <8E9EE7F6F45047D3AF0119311678F3CF@DaddyPC>
References: <8E9EE7F6F45047D3AF0119311678F3CF@DaddyPC>
Message-ID: <4FD407FB.5020702@earthlink.net>

Hi David,

I like my SX-42 just fine, but I'm an SWL, not a ham trying to listen to SSB.

If you do decide to proceed, I am told that the mica caps used in these radios are not subject to failure, so I replaced all mine. The ones in the IF transformers are easy to do; the shield unbolts and slips off the top, leaving the coils and associated R's and C's accessible.

One of the virtues of this radio is that its appearance was designed by Ramond Loewy, a famous industrial designer. I think he did the coke bottle as well.

Regards,

Scott

On 6/9/12 3:27 AM, David Stinson wrote:

> I just picked-up a (heavy!) Hallicrafters SX-42 receiver
> here in the Dallas area, brought to HamCom by a friend from Denver.
> It was obviously left where a fine mist of water could hit
> the front panel, which has lots of shallow rust spots through the paint
> and will need a complete work-over. Case and trim ring
> also need a complete re-finish. It has the original round S-meter,
> which I'm told is tough to find. The switches and some of the controls
> are seized, but can probably be freed. The band switch rotates
> and looks OK. Knobs look OK.
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> I'm not a Hallicrafters person. I don't know if an SX-42 is considered
> worth recovery or if I should "part it out" to help other sets.
> Advice, please?
>
> TNX ES 73 Dave AB5S

>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://minime.theporch.com/mailman/listinfo/boatanchors
>

From arc5 at ix.netcom.com Sun Jun 10 01:50:29 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Sun, 10 Jun 2012 00:50:29 -0500
Subject: [BoatAnchors] Hallicrafters SX-42 - Restore or Parts?
Message-ID: <468E2784C8E14AD6869D75F2779D1F06@DaddyPC>

Thanks to everyone who wrote me about this set.
I've decided not to tackle it. Not because I can't
fix it; I can. But because I'd be going against my
earlier decision to seize the little time I have left and
focus my efforts in a very few areas, which doesn't
include Hallicrafters. Nothing against Hallicrafters;
I just can't do everything. If I tried, ol'Grim would
get me before I got anything done at all.

There are bound to be some serious Hallicrafters fans
out there around Dallas who'd like a crack at it.
I'll see if I can't find someone to take it home.

Thanks again,
Dave AB5S

From arc5 at ix.netcom.com Sun Jun 10 02:21:53 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Sun, 10 Jun 2012 01:21:53 -0500
Subject: [BoatAnchors] P.S. Hallicrafters SX-42 - Restore or Parts?
In-Reply-To: <468E2784C8E14AD6869D75F2779D1F06@DaddyPC>
References: <468E2784C8E14AD6869D75F2779D1F06@DaddyPC>
Message-ID: <A541401C999B49339A9205026AB78E38@DaddyPC>

If someone wants to see this poor ol'beasty:

<http://home.netcom.com/~arc5/SX42/>

Someone near Dallas.... Please...

From brian at flex-tel.com.au Sun Jun 10 03:18:11 2012
From: brian at flex-tel.com.au (Brian Goldsmith)
Date: Sun, 10 Jun 2012 17:18:11 +1000
Subject: [BoatAnchors] Instruction Manual wanted.
Message-ID: <017B7A232226374A9B375FE1A866FE4D415474@flex-tel.flex-tel.com.au>

Greetings to all.

I am looking to download the Instruction Manual for a Marconi TF2303
Modulation Meter, can anyone assist?

Thanks, Brian G.

From wb3fau55 at neo.rr.com Sun Jun 10 10:31:13 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 10 Jun 2012 10:31:13 -0400
Subject: [BoatAnchors] need schematic and manual for Globe Chief
Message-ID: <20120610143113.UST4X.81831.root@cdptpa-web09-z01>

someone have this? I can pay for copy or send it to me, and I can copy
and return? just another little BA project. thank you, Russ.

From knjhanlon at msn.com Sun Jun 10 18:17:04 2012
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sun, 10 Jun 2012 16:17:04 -0600
Subject: [BoatAnchors] Globe Chief Manual
Message-ID: <SNT106-W601A0C4555EF5762153C8AA0F00@phx.gbl>

Russ,

You can find the manuals for the Globe Chief 90 and Globe Chief 90A at the BAMA
web site. Go to <http://baba.edebris.com/manuals/wrl> and select the one you want.

If you have trouble there let me know and I will scan my info on the 90A for you.

Jim, W8KGI

From knjhanlon at msn.com Sun Jun 10 18:19:52 2012
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sun, 10 Jun 2012 16:19:52 -0600
Subject: [BoatAnchors] Globe Chief Manuals 2
Message-ID: <SNT106-W12D93FCE23AA4C7C20F382A0F00@phx.gbl>

Russ,

I "fat fingered" the bama address. The correct address is <http://bama.edebris.com/manuals/wrl> .

Jim, W8KGI

From wb3fau55 at neo.rr.com Sun Jun 10 20:24:28 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 10 Jun 2012 20:24:28 -0400
Subject: [BoatAnchors] Globe Chief
Message-ID: <20120611002428.UMRIP.84370.root@cdptpa-web09-z01>

thanks guys, download complete. I forgot about BAMA. Russ

From arc5 at ix.netcom.com Mon Jun 11 11:21:25 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 11 Jun 2012 10:21:25 -0500
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
Message-ID: <7DEF4F1CC6AC4110B8F42123D8A05975@DaddyPC>

HamCom in Plano, Texas, June 8-9 was great fun
and it was good to see both old and new friends.
Hot outside, but not nearly as bad as the last two years.
Crowd did seem somewhat down from previous years,
especially the outdoor flea market.
The flea-market problem had two roots:
First, the weather was predicted to be rainy and,
of course, was not. Arrrgh!
Second, and IMHO more important: As in other
places, some pointy-headed, John Lennon-glasses local
government idiot put on his "Little Napoleon" hat and
decided that the \$12.87 he collected in *sales taxes*
from individuals was more important than
the economic activity of hundreds of people buying
food, lodging etc. in Plano. Moron....

Anyways... there was a fair selection of boatanchors
and a good amount of interest in the WWII rig display.
Of course, my beautiful daughters, Amanda and little Annabelle
helped with that ;-) (Amber was otherwise occupied this year).

Link to HamCom 2012 boatanchor photos:

<http://s948.photobucket.com/albums/ad321/arc5stinson/>

Again, please accept my humble thanks to everyone

who lent a hand (and sometimes a foot, leg and misc. eyeball)
in making the display a success.

If The Almighty decides to put-up with my nonsense
for another year, I'll be doing another at HamCom 2013-
also assuming the world doesn't end on 21 Dec. ;-)
Will for sure include a Women's Army Service Pilot section;
they don't get the recognition they deserve, and I have a
very cool WASP radio for the centerpiece of that.
Haven't decided on the other rigs yet.

Open to suggestions.

In the "restore" queue: ATD, RAX, GF/RU, GP-7, TCS,
ARA/ATA, RAT and, in case we decide to branch into infantry,
SCR-288, SCR-194, SCR-156.

Couple of tips for anyone who, like me, lacks good sense
and decides to do this: Don't print more than 100 handouts.
Most people don't take them.

Keep your signs brief and to-the-point. Some of mine
were still too "wordy." Even those who think it's "neat" won't
read beyond three sentences. You're not going to interest
everyone, but you're only after "the elite" anyway.

Have one rig with which everyone is familiar- "ARC-5" if
aircraft, something like BC-611 if Infantry. This grabs
their attention and they will take the time to look at the other rigs.

Do NOT leave things that are easily pocketed or hidden
in a coat unattended. A loose BC-611 without someone
watching it will walk out the door in two seconds flat.

Original tuning knobs on an ARC-5 receiver will magically
evaporate, even with you standing there. Don't include them.

Remember- in a hamfest with, say, 1500 attending,
if only 1 percent are crooks, that's 15 crooks running around-
plenty to create some nastyness.

The little Japanese radio went home with me Friday night.

All that aside, it was a terrific time with lots of good
folks, great stories and good fellowship.
Sore feet, but worth it. See ya next year.

GL OM ES 73 DE Dave AB5S

From arc5 at ix.netcom.com Mon Jun 11 12:03:43 2012

From: arc5 at ix.netcom.com (David Stinson)

Date: Mon, 11 Jun 2012 11:03:43 -0500

Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report

In-Reply-To: <Pine.PMDF.4.44L.1206110950230.188-100000@local.admin.athabascau.ca>

References: <Pine.PMDF.4.44L.1206110950230.188-100000@local.admin.athabascau.ca>
Message-ID: <F84FEF977275434F94F68CB6389E17F3@DaddyPC>

----- Original Message -----

From: "Richard Loken" <richardlo at admin.athabascau.ca>

> Ah daughters! I have two and I was talking to the one who gave me
> the most
> grief on the weekend - at 20 she is trying to finish grade 12 and
> she told
> me if she had a daughter she would lock her in a cage. I asked her
> if she
> had more sympathy for what I went through when she was 16.....

I have four daughters, which is where all my money and all my hair
went.

My first did most of it. Thank The Almighty, she grew out of it and
finally found a husband who looks like he's going to "make a hand."
Bringing me and her mother our first two grandbabies helps, too ;-)

What I used to tell her when she got involved with the
"loser of the month:"

"Baby, there are three-and-a-half BILLION men in the world.
Why did you bring me THAT??"

Best thing: One of her babies is a DAUGHTER!
May I live long enough to enjoy my revenge! :-D

73 Dave S.

From richardlo at admin.athabascau.ca Mon Jun 11 11:54:19 2012
From: richardlo at admin.athabascau.ca (Richard Loken)
Date: Mon, 11 Jun 2012 09:54:19 -0600 (MDT)
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <7DEFAF1CC6AC4110B8F42123D8A05975@DaddyPC>
Message-ID: <Pine.PMDF.4.44L.1206110950230.188-100000@local.admin.athabascau.ca>

Sure was a lot of Hallicrafters in those pictures Dave.

I liked the KWM2 in the suitcase, I once had a chance at an overseas job
and thought about taking along a KWM2 in a suitcase but in the end I did
neither.

Ah daughters! I have two and I was talking to the one who gave me the most

grief on the weekend - at 20 she is trying to finish grade 12 and she told me if she had a daughter she would lock her in a cage. I asked her if she had more sympathy for what I went through when she was 16.....

--

Richard Loken VE6BSV, Unix System Administrator : "Anybody can be a father
Athabasca University : but you have to earn
Athabasca, Alberta Canada : the title of 'daddy'"
** richardlo at admin.athabascau.ca ** : - Lynn Johnston

From n3rht at yahoo.com Mon Jun 11 12:59:07 2012
From: n3rht at yahoo.com (Don Merz)
Date: Mon, 11 Jun 2012 09:59:07 -0700 (PDT)
Subject: [BoatAnchors] [ARC5] HamCom 2012, Plano, Texas Report
In-Reply-To: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
References: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
Message-ID: <1339433947.90442.YahooMailNeo@web161604.mail.bf1.yahoo.com>

No pic of the old man?
73 de N3EHT

From: David Stinson <arc5 at ix.netcom.com>
To: milsurplus at mailman.qth.net; boatanchors at theporch.com; boatanchors at mailman.qth.net; ARC-5 List <arc5 at mailman.qth.net>
Sent: Monday, June 11, 2012 11:21 AM
Subject: [ARC5] HamCom 2012, Plano, Texas Report

HamCom in Plano, Texas, June 8-9 was great fun and it was good to see both old and new friends. Hot outside, but not nearly as bad as the last two years. Crowd did seem somewhat down from previous years, especially the outdoor flea market. The flea-market problem had two roots: First, the weather was predicted to be rainy and, of course, was not.? Arrrgh! Second, and IMHO more important:? As in other places, some pointy-headed, John Lennon-glasses local government idiot put on his "Little Napoleon" hat and decided that the \$12.87 he collected in *sales taxes* from individuals was more important than the economic activity of hundreds of people buying food, lodging etc. in Plano.? Moron....

Anyways... there was a fair selection of boatanchors

and a good amount of interest in the WWII rig display.
Of course, my beautiful daughters, Amanda and little Annabelle helped with that ;-) (Amber was otherwise occupied this year).

Link to HamCom 2012 boatanchor photos:

<http://s948.photobucket.com/albums/ad321/arc5stinson/>

Again, please accept my humble thanks to everyone who lent a hand (and sometimes a foot, leg and misc. eyeball) in making the display a success.

If The Almighty decides to put-up with my nonsense for another year,? I'll be doing another at HamCom 2013- also assuming the world doesn't end on 21 Dec. ;-)
Will for sure include a Women's Army Service Pilot section; they don't get the recognition they deserve, and I have a very cool WASP radio for the centerpiece of that.
Haven't decided on the other rigs yet.

Open to suggestions.

In the "restore" queue: ATD, RAX, GF/RU, GP-7, TCS, ARA/ATA, RAT and, in case we decide to branch into infantry, SCR-288, SCR-194, SCR-156.

Couple of tips for anyone who, like me, lacks good sense and decides to do this: Don't print more than 100 handouts. Most people don't take them.
Keep your signs brief and to-the-point.? Some of mine were still too "wordy."? Even those who think it's "neat" won't read beyond three sentences.? You're not going to interest everyone, but you're only after "the elite" anyway.
Have one rig with which everyone is familiar- "ARC-5" if aircraft, something like BC-611 if Infantry.? This grabs their attention and they will take the time to look at the other rigs.
Do NOT leave things that are easily pocketed or hidden in a coat unattended.? A loose BC-611 without someone watching it will walk out the door in two seconds flat.
Original tuning knobs on an ARC-5 receiver will magically evaporate, even with you standing there.? Don't include them.
Remember- in a hamfest with, say, 1500 attending, if only 1 percent are crooks, that's 15 crooks running around- plenty to create some nastyness.
The little Japanese radio went home with me Friday night.

All that aside, it was a terrific time with lots of good folks, great stories and good fellowship.
Sore feet, but worth it.? See ya next year.

GL OM ES 73 DE Dave AB5S

ARC5 mailing list

Home: <http://mailman.qth.net/mailman/listinfo/arc5>

Help: <http://mailman.qth.net/mmfaq.htm>

Post: [mailto:ARC5 at mailman.qth.net](mailto:ARC5@mailman.qth.net)

This list hosted by: <http://www.qsl.net>

Please help support this email list: <http://www.qsl.net/donate.html>

From w8au at sssnet.com Mon Jun 11 14:00:15 2012

From: w8au at sssnet.com (w8au at sssnet.com)

Date: Mon, 11 Jun 2012 14:00:15 -0400

Subject: [BoatAnchors] [ARC5] HamCom 2012, Plano, Texas Report

In-Reply-To: <1339433947.90442.YahooMailNeo@web161604.mail.bf1.yahoo.com>

>

References: <7DEFAF1CC6AC4110B8F42123D8A05975@DaddyPC>

<1339433947.90442.YahooMailNeo@web161604.mail.bf1.yahoo.com>

Message-ID: <20120611180721.15DBF1DE891E@minime.theporch.com>

At 12:59 PM 6/11/2012, Don Merz wrote:

>No pic of the old man?

I was disappointed too.... looked thru all 32 fotos... :-(

Perry w8au

>

>-----
> From: David Stinson <arc5 at ix.netcom.com>

>To: milsurplus at mailman.qth.net; boatanchors at theporch.com;

>boatanchors at mailman.qth.net; ARC-5 List <arc5 at mailman.qth.net>

>Sent: Monday, June 11, 2012 11:21 AM

>Subject: [ARC5] HamCom 2012, Plano, Texas Report

>

>HamCom in Plano, Texas, June 8-9 was great fun

>and it was good to see both old and new friends.

>Hot outside, but not nearly as bad as the last two years.

>Crowd did seem somewhat down from previous years,

>especially the outdoor flea market.

>The flea-market problem had two roots:

>First, the weather was predicted to be rainy and,

>of course, was not. Arrrgh!

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>places, some pointy-headed, John Lennon-glasses local

>government idiot put on his "Little Napoleon" hat and

>decided that the \$12.87 he collected in *sales taxes*

>from individuals was more important than
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>Link to HamCom 2012 boatanchor photos:
>
><http://s948.photobucket.com/albums/ad321/arc5stinson/>
>
>Again, please accept my humble thanks to everyone
>who lent a hand (and sometimes a foot, leg and misc. eyeball)
>in making the display a success.
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>also assuming the world doesn't end on 21 Dec. ;-)
>Will for sure include a Women's Army Service Pilot section;
>they don't get the recognition they deserve, and I have a
>very cool WASP radio for the centerpiece of that.
>Haven't decided on the other rigs yet.
>Open to suggestions.
>In the "restore" queue: ATD, RAX, GF/RU, GP-7, TCS,
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>SCR-288, SCR-194, SCR-156.
>
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>Keep your signs brief and to-the-point. Some of mine
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>read beyond three sentences. You're not going to interest
>everyone, but you're only after "the elite" anyway.
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>their attention and they will take the time to look at the other rigs.
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>in a coat unattended. A loose BC-611 without someone
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>Original tuning knobs on an ARC-5 receiver will magically
>evaporate, even with you standing there. Don't include them.
>Remember- in a hamfest with, say, 1500 attending,
>if only 1 percent are crooks, that's 15 crooks running around-
>plenty to create some nastyness.
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>
>All that aside, it was a terrific time with lots of good
>folks, great stories and good fellowship.
>Sore feet, but worth it. See ya next year.
>
>GL OM ES 73 DE Dave AB5S
>
>-----
>ARC5 mailing list
>Home: <http://mailman.qth.net/mailman/listinfo/arc5>
>Help: <http://mailman.qth.net/mmfaq.htm>
>Post: [mailto:ARC5 at mailman.qth.net](mailto:ARC5@mailman.qth.net)
>
>This list hosted by: <http://www.qsl.net>
>Please help support this email list: <http://www.qsl.net/donate.html>
>-----
>BoatAnchors mailing list
>BoatAnchors at theporch.com
><https://minime.theporch.com/mailman/listinfo/boatanchors>

From arc5 at ix.netcom.com Mon Jun 11 15:54:14 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 11 Jun 2012 14:54:14 -0500
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <1339433947.90442.YahooMailNeo@web161604.mail.bf1.yahoo.com>
References: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
<1339433947.90442.YahooMailNeo@web161604.mail.bf1.yahoo.com>
Message-ID: <0974AC98C1D44D2FAD9F69D4C03CA4B1@DaddyPC>

----- Original Message -----
From: "Don Merz" <n3rht at yahoo.com>

> No pic of the old man?

Well I didn't want to put ya'll off your breakfast or lunch,
but if you insist I'll post one of the better photos of me:

<http://home.netcom.com/~arc5/hamcom/AB5S.jpg>

And since you asked, I can't pass-up the chance
to post one of my beautiful granddaughter,
Miss Hayley Faith. Ignore that old doofuss
holding her; I'd never admit to knowing him
if I were you.....

<http://home.netcom.com/~arc5/hamcom/misshayleya.jpg>

From arc5 at ix.netcom.com Mon Jun 11 16:12:15 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 11 Jun 2012 15:12:15 -0500
Subject: [BoatAnchors] [Boatanchors] [ARC5] HamCom 2012, Plano,
Texas Report
In-Reply-To:
<513999977.1339885.1339441084891.JavaMail.root@sz0005a.westchester.pa.mail.comcast.net>
References:
<513999977.1339885.1339441084891.JavaMail.root@sz0005a.westchester.pa.mail.comcast.net>
Message-ID: <AA784BF1D77D43F885D60A027EAD47DD@DaddyPC>

----- Original Message -----
From: <w5sum at comcast.net>

> I have pictures of Dave... shall I send it to everyone?

They might bill you for the monitor repairs, Ronnie!

From donreaves at gmail.com Mon Jun 11 16:29:07 2012
From: donreaves at gmail.com (Don Reaves)
Date: Mon, 11 Jun 2012 15:29:07 -0500
Subject: [BoatAnchors] Vintage Tek
Message-ID: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>

Tektronix museum notes and stories:

http://www.edn.com/electronics-blogs/other/4374496/Preserving-our-past--oscilloscope-history?cid=EDNToday_20120611
<http://www.vintagetek.org>

Wasn't Stan Griffiths a list member once upon a time?

From richardlo at admin.athabascau.ca Mon Jun 11 16:33:30 2012
From: richardlo at admin.athabascau.ca (Richard Loken)
Date: Mon, 11 Jun 2012 14:33:30 -0600 (MDT)
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report

In-Reply-To: <0974AC98C1D44D2FAD9F69D4C03CA4B1@DaddyPC>

Message-ID: <Pine.PMDF.4.44L.1206111431140.188-100000@local.admin.athabascau.ca>

Dave, I am going to show that to my son and demand to know why you get grandchildren and I don't.

--

Richard Loken VE6BSV, Unix System Administrator : "Anybody can be a father
Athabasca University : but you have to earn
Athabasca, Alberta Canada : the title of 'daddy'"
** richardlo at admin.athabascau.ca ** : - Lynn Johnston

From bill at iaxs.net Mon Jun 11 17:14:41 2012

From: bill at iaxs.net (Bill Hawkins)

Date: Mon, 11 Jun 2012 16:14:41 -0500

Subject: [BoatAnchors] Vintage Tek

In-Reply-To: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>

References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>

Message-ID: <DB9C4982F770455495FC99BB4E611F4A@cyrus>

Yes, he was. He was the reason I began collecting that fine technology.
Nothing left now but a 514 built without rivets and 8-10 of the more
interesting letter series plugins.

Bill Hawkins
Minneapolis, MN

-----Original Message-----

From: boatanchors-bounces at theporch.com

[mailto:boatanchors-bounces at theporch.com] On Behalf Of Don Reaves

Sent: Monday, June 11, 2012 3:29 PM

To: Boatanchors

Subject: [BoatAnchors] Vintage Tek

Tektronix museum notes and stories:

http://www.edn.com/electronics-blogs/other/4374496/Preserving-our-past--oscilloscope-history?cid=EDNToday_20120611

<http://www.vintagetek.org>

Wasn't Stan Griffiths a list member once upon a time?

From rbsingl at ilstu.edu Mon Jun 11 17:25:31 2012
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Mon, 11 Jun 2012 21:25:31 +0000
Subject: [BoatAnchors] Vintage Tek
In-Reply-To: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>
References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>
Message-ID: <0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>

Old Tektronix gear was my introduction to electronics. My father was a civilian with the Air Force working in precision measurements and he also calibrated some test gear for local shops. At the age of 10 in 1970 I had my first experience adjusting the L/C delay line of an early Tektronix scope and I still have the Type 514 that was my father's first scope.

Today I use mainly a pair of Type 7854 scopes on the bench but in addition to several other 7000 series scopes I also have some classic 500 series scopes and plug-ins including a 545A, 555, and 556.

The construction quality of the tube type scopes is a thing of beauty. I think I have replaced larger numbers of tantalum caps in my 7000 series mainframes and plug-ins than I have any type of components in my older 500 series equipment. It was very well built with the only problem being some black beauty caps in the older models.

Rodger WQ9E

Dr. Rodger B. Singley
Professor of Marketing

-----Original Message-----

From: boatanchors-bounces at theporch.com [mailto:boatanchors-bounces at theporch.com] On Behalf Of Don Reaves
Sent: Monday, June 11, 2012 3:29 PM
To: Boatanchors
Subject: [BoatAnchors] Vintage Tek

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Wasn't Stan Griffiths a list member once upon a time?

BoatAnchors mailing list
BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From johnmb at nc.rr.com Mon Jun 11 19:06:43 2012
From: johnmb at nc.rr.com (john)
Date: Mon, 11 Jun 2012 19:06:43 -0400
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
References: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
Message-ID: <6.2.1.2.2.20120611190116.049b4350@pop-server.nc.rr.com>

Good stuff!

Thanks Dave and also to Nick England and others who take the time to share hamfest photos. It's great to be able to participate in remote fests vicariously :-)

73
John K5MO

At 11:21 AM 6/11/2012, David Stinson wrote:
>HamCom in Plano, Texas, June 8-9 was great fun
>and it was good to see both old and new friends.
>Hot outside, but not nearly as bad as the last two years.
>Crowd did seem somewhat down from previous years,
>especially the outdoor flea market.
>The flea-market problem had two roots:
>First, the weather was predicted to be rainy and,
>of course, was not. Arrrgh!
>Second, and IMHO more important: As in other
>places, some pointy-headed, John Lennon-glasses local
>government idiot put on his "Little Napoleon" hat and
>decided that the \$12.87 he collected in *sales taxes*
>from individuals was more important than
>the economic activity of hundreds of people buying
>food, lodging etc. in Plano. Moron....
>
>Anyways... there was a fair selection of boatanchors
>and a good amount of interest in the WWII rig display.
>Of course, my beautiful daughters, Amanda and little Annabelle
>helped with that ;-) (Amber was otherwise occupied this year).
>
>Link to HamCom 2012 boatanchor photos:
>
><http://s948.photobucket.com/albums/ad321/arc5stinson/>

>
>Again, please accept my humble thanks to everyone
>who lent a hand (and sometimes a foot, leg and misc. eyeball)
>in making the display a success.
>
>If The Almighty decides to put-up with my nonsense
>for another year, I'll be doing another at HamCom 2013-
>also assuming the world doesn't end on 21 Dec. ;-)
>Will for sure include a Women's Army Service Pilot section;
>they don't get the recognition they deserve, and I have a
>very cool WASP radio for the centerpiece of that.
>Haven't decided on the other rigs yet.
>Open to suggestions.
>In the "restore" queue: ATD, RAX, GF/RU, GP-7, TCS,
>ARA/ATA, RAT and, in case we decide to branch into infantry,
>SCR-288, SCR-194, SCR-156.
>
>Couple of tips for anyone who, like me, lacks good sense
>and decides to do this: Don't print more than 100 handouts.
>Most people don't take them.
>Keep your signs brief and to-the-point. Some of mine
>were still too "wordy." Even those who think it's "neat" won't
>read beyond three sentences. You're not going to interest
>everyone, but you're only after "the elite" anyway.
>Have one rig with which everyone is familiar- "ARC-5" if
>aircraft, something like BC-611 if Infantry. This grabs
>their attention and they will take the time to look at the other rigs.
>Do NOT leave things that are easily pocketed or hidden
>in a coat unattended. A loose BC-611 without someone
>watching it will walk out the door in two seconds flat.
>Original tuning knobs on an ARC-5 receiver will magically
>evaporate, even with you standing there. Don't include them.
>Remember- in a hamfest with, say, 1500 attending,
>if only 1 percent are crooks, that's 15 crooks running around-
>plenty to create some nastyness.
>The little Japanese radio went home with me Friday night.
>
>All that aside, it was a terrific time with lots of good
>folks, great stories and good fellowship.
>Sore feet, but worth it. See ya next year.
>
>GL OM ES 73 DE Dave AB5S
>
>-----
>BoatAnchors mailing list
>BoatAnchors at theporch.com
><https://minime.theporch.com/mailman/listinfo/boatanchors>

From w4rl at bellsouth.net Mon Jun 11 19:53:28 2012
From: w4rl at bellsouth.net (Robert Lawson)
Date: Mon, 11 Jun 2012 18:53:28 -0500
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <6.2.1.2.2.20120611190116.049b4350@pop-server.nc.rr.com>
References: <7DEF1CC6AC4110B8F42123D8A05975@DaddyPC>
<6.2.1.2.2.20120611190116.049b4350@pop-server.nc.rr.com>
Message-ID: <4FD684F8.3060709@bellsouth.net>

Yes, Kudos to them all. Nick "Say Cheese" England is becoming quite the hamfest official photographer, isn't he.

"Will for sure include a Women's Army Service Pilot section;
they don't get the recognition they deserve"

Yes, again. Can you imagine having a gal whose job was crankin'n'bankin
P-51's, P-47's and the like across the USA.

Always enjoy the comments and photos.

73 Robert W4RL Pensacola FL

On 6/11/2012 6:06 PM, john wrote:

> Good stuff!

>

> Thanks Dave and also to Nick England and others who take the time to
> share hamfest photos. It's great to be able to participate in remote
> fests vicariously :-)

>

> 73

> John K5MO

>

>

>

>

> At 11:21 AM 6/11/2012, David Stinson wrote:

>> HamCom in Plano, Texas, June 8-9 was great fun.....

From W0EOM at aol.com Mon Jun 11 20:04:41 2012
From: W0EOM at aol.com (W0EOM at aol.com)
Date: Mon, 11 Jun 2012 20:04:41 -0400 (EDT)
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
Message-ID: <106f1.eba1e0d.3d07e198@aol.com>

Robert - if you like to read about women pilots, get the book 'Sharpie', the life story of Evelyn Sharp, one of Nebraska's best woman pilots in WW 2 who ferried planes all over the country, until she lost an engine on a P-38 on takeoff.

Will

In a message dated 6/11/2012 4:54:01 P.M. Pacific Daylight Time, w4rl at bellsouth.net writes:

Yes, Kudos to them all. Nick "Say Cheese" England is becoming quite the hamfest official photographer, isn't he.

"Will for sure include a Women's Army Service Pilot section; they don't get the recognition they deserve"

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> John K5MO

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BoatAnchors mailing list

BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From richardlo at admin.athabascau.ca Mon Jun 11 23:21:16 2012
From: richardlo at admin.athabascau.ca (Richard Loken)
Date: Mon, 11 Jun 2012 21:21:16 -0600 (MDT)
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <4FD684F8.3060709@bellsouth.net>
References: <7DEFAF1CC6AC4110B8F42123D8A05975@DaddyPC>
<6.2.1.2.2.20120611190116.049b4350@pop-server.nc.rr.com>
<4FD684F8.3060709@bellsouth.net>
Message-ID: <alpine.BSF.2.00.1206112119180.52365@discord.bogons>

On Mon, 11 Jun 2012, Robert Lawson wrote:

> Yes, again. Can you imagine having a gal whose job was crankin'n'bankin
> P-51's, P-47's and the like across the USA.

My mother knew a woman who was a ferry pilot during the war. Mum knew
her for decades before her secret vice was accidentally let slip during
a card game one evening.

--

Richard Loken VE6BSV, Unix System Administrator : "Anybody can be a father
Athabasca University : but you have to earn
Athabasca, Alberta Canada : the title of 'daddy'"
** richardlo at admin.athabascau.ca ** : - Lynn Johnston

From arc5 at ix.netcom.com Mon Jun 11 23:37:42 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 11 Jun 2012 22:37:42 -0500
Subject: [BoatAnchors] HamCom 2012, Plano, Texas Report
In-Reply-To: <4FD684F8.3060709@bellsouth.net>
References:
<7DEFAF1CC6AC4110B8F42123D8A05975@DaddyPC><6.2.1.2.2.20120611190116.049b4350@pop-
server.nc.rr.com>
<4FD684F8.3060709@bellsouth.net>
Message-ID: <1B6B36B1F6C74CF6AD51ED699BA26AD2@DaddyPC>

----- Original Message -----

From: "Robert Lawson" <w4rl at bellsouth.net>
Subject: Re: [BoatAnchors] HamCom 2012, Plano, Texas Report

>> "Will for sure include a Women's Army Service Pilot section;
>> they don't get the recognition they deserve"
>
> Yes, again. Can you imagine having a gal whose job was
> crankin'n'bankin P-51's, P-47's and the like across the USA.

One of my favorite WASP stories:

The WASP and the B-29

In the summer of 1944, the 25-year-old U.S. Lieutenant Colonel Paul W. Tibbets had a problem. He was in charge of training pilots on the Army Air Forces' newest, biggest and most complicated bomber yet, and the task was turning out to be much more onerous than he'd anticipated. Tibbets' men were putting up unprecedented resistance. In point of fact, the pilots had every reason to be wary. The B-29 was not only much larger and heavier than any bomber the U.S. had flown before, it also hadn't gone through the years of operational testing to which Boeing had subjected its predecessor the B-17. Initially engine fires were one of the major problems. The planes' Wright engines were often called the Wrong engines. Part of the trouble could be traced to the engine cowlings that were too tight and often caused fires even before the planes had taken off. Although engine improvements were made over time, fires remained a problem throughout World War II.

Tibbets decided that the way to convince the men to fly the plane was to show that women could do it. The young Colonel recruited Dora Dougherty and Dorothea Moorman to be his demo pilots. Dougherty remembers that at that point, she had never even been in a four-engine plane before. Tibbets did not warn his new recruits of the engine fire problem. Instead he trained them to take off without the standard power checks. After three days, the colonel decided his women pilots were ready for their demonstration. For several days, Dougherty and Johnson ferried pilots, crew chiefs and navigators from the very-heavy-bomber base at Alamogordo, New Mexico across the state. Tibbets' plan was a terrific success: After watching the women fly the four-engine bomber, the men stopped complaining about the plane. Air Staff Major General Barney Giles brought the demonstrations to an abrupt halt after just a few days, telling Tibbets that the women were "putting the big football players to shame." Giles was also worried that an accident would unleash tremendous adverse publicity. The two women were sent back to Eglin Field, Florida, and never flew a B-29 again. But the plane they'd demonstrated went on to play a decisive role in the Allied victory in World War II

From laffitte at prtc.net Wed Jun 13 21:32:37 2012

From: laffitte at prtc.net (Guido)

Date: Wed, 13 Jun 2012 21:32:37 -0400

Subject: [BoatAnchors] R1051B question

In-Reply-To: <1d585.79794eb7.3d0410d5@cs.com>

References: <1d585.79794eb7.3d0410d5@cs.com>

Message-ID: <FCC0DD2BA19E4178B4FDE4FCA4E66C2C@GuidoPC>

I checked the R1051 manual and section 4-23 combined with figure 4-12 are the ones to use in checking the band change mechanism. Basically it involves checking the function of some relays involved in activating the motors. First of all voltages supplied to these relays must be checked to eliminate power supply problems. As usual, these manuals are detailed and clear. Luckily the problem with this particular R1051B went away. I have been using it daily now with no signs of the bandswitch problem. Apparently it needed some exercise around the bands. Right now it is tuned to WBCQ at 7490kHz using my homemade T2FD. Over here I am always fighting with humidity and corrosion. This is the fringe benefit of living in the tropics while ?parenting? 40+ BAs.

Best 73s

Guido KP4FAR

From: WA5CAB at cs.com
Sent: Friday, June 08, 2012 10:37 PM
To: laffitte at prtc.net
Subject: Re: [BoatAnchors] R1051B question

Roger that!

In a message dated 06/08/2012 19:05:56 PM Central Daylight Time, laffitte at prtc.net writes:

Robert,

I am going to see what the manual says but definitely this has to do with a relay probably combined with the mechanics as you indicate. When the problem was there, I could not hear a relay that apparently activates the receiver after changing the frequency. Whatever I find it will be posted. This may have been an isolated incident due to the fact that the R1051B is not a receiver that I use so often but we'll see what happens in the next days. The last time I had to take this one down from the shelf my son had to come by and give me a hand. Not an easy task hauling these BAs around anymore but I would not have it any other way.

Best 73s

Guido KP4FAR

-----Original Message-----

From: WA5CAB at cs.com
Sent: Friday, June 08, 2012 3:29 PM
To: boatanchors at theporch.com
Subject: Re: [BoatAnchors] R1051B question

Guido,

In the R-1051's, as well as in the AN/WRC-1 and AN/URC-35, there is a feature that disables the receiver while changing frequencies. My URC-35B has a problem with it. I haven't had time to determine how it is accomplished either mechanically or electrically. But that might be your problem. I feel sure that there is a relay involved as well as some mechanics.

In a message dated 06/08/2012 14:12:50 PM Central Daylight Time, laffitte at prtc.net writes:

>Hi Scott,
>
> Yesterday I left it with only the 9MHz band in working order. Today
>everything works normally. It must have been some sticking relay. With the
>
>high humidity here and temperatures soaring in the upper 90s anything can
>happen. The last time I worked on this R1051B was about two years ago. A
>diode bridge in the PS had deteriorated to the point that the diodes
>disintegrated in my hands. At least it was easy to find. Lets see if this
>new event doesn't come back again. I also have to use the 1051 more often.
>
>Thanks and 73s
>
>Guido KP4FAR

Robert & Susan Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1424 / Virus Database: 2433/5056 - Release Date: 06/08/12

From WA5CAB at cs.com Wed Jun 13 22:31:53 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Wed, 13 Jun 2012 22:31:53 -0400 (EDT)
Subject: [BoatAnchors] R1051B question
Message-ID: <821a.542c54a.3d0aa719@cs.com>

Guido,

I'm pleased to learn that cycling the mechanism cleared the contacts

problem. And hope that it stays cleared.

Robert

In a message dated 06/13/2012 20:32:35 PM Central Daylight Time,
laffitte at prtc.net writes:

> I checked the R1051 manual and section 4-23 combined with figure 4-12 are
> the ones to use in checking the band change mechanism. Basically it
> involves checking the function of some relays involved in activating the motors.
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>> >Guido KP4FAR
>
>
>

>

Robert & Susan Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From w5sum at comcast.net Mon Jun 11 14:58:04 2012
From: w5sum at comcast.net (w5sum at comcast.net)
Date: Mon, 11 Jun 2012 18:58:04 +0000 (UTC)
Subject: [BoatAnchors] [Boatanchors] [ARC5] HamCom 2012, Plano,
Texas Report
In-Reply-To: <20120611180040.41B43373826A@mailman.qth.net>
Message-ID:
<513999977.1339885.1339441084891.JavaMail.root@sz0005a.westchester.pa.mail.comcast.net>

I have pictures of Dave...? shall I send it to everyone? HEHEHEHHEH

----- Original Message -----

From: w8au at sssnet.com
To: "Don Merz" <n3rht at yahoo.com>, "David Stinson" <arc5 at ix.netcom.com>, milsurplus at mailman.qth.net, boatanchors at theporch.com, boatanchors at mailman.qth.net, "ARC-5 List" <arc5 at mailman.qth.net>
Sent: Monday, June 11, 2012 1:00:15 PM
Subject: Re: [Boatanchors] [ARC5] HamCom 2012, Plano, Texas Report

At 12:59 PM 6/11/2012, Don Merz wrote:
>No pic of the old man?

I was disappointed too.... looked thru all 32 fotos... :-(

Perry ? w8au

>-----
> ?From: David Stinson <arc5 at ix.netcom.com>
>To: milsurplus at mailman.qth.net; boatanchors at theporch.com;
>boatanchors at mailman.qth.net; ARC-5 List <arc5 at mailman.qth.net>
>Sent: Monday, June 11, 2012 11:21 AM
>Subject: [ARC5] HamCom 2012, Plano, Texas Report
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>All that aside, it was a terrific time with lots of good
>folks, great stories and good fellowship.
>Sore feet, but worth it. ?See ya next year.
>
>GL OM ES 73 DE Dave AB5S
>
>-----
>ARC5 mailing list
>Home: <http://mailman.qth.net/mailman/listinfo/arc5>
>Help: <http://mailman.qth.net/mmfaq.htm>
>Post: <mailto:ARC5 at mailman.qth.net>
>
>This list hosted by: <http://www.qsl.net>
>Please help support this email list: <http://www.qsl.net/donate.html>
>-----
>BoatAnchors mailing list
>BoatAnchors at theporch.com
><https://minime.theporch.com/mailman/listinfo/boatanchors>

Boatanchors mailing list
Home: <http://mailman.qth.net/mailman/listinfo/boatanchors>
Help: <http://mailman.qth.net/mmfaq.htm>
Post: <mailto:Boatanchors at mailman.qth.net>

List Administrator: Duane Fischer, W8DBF
** For Assistance: dfischer at usol.com **

This list hosted by: <http://www.qsl.net>
Please help support this email list: <http://www.qsl.net/donate.html>

From bob at nofrowns.net Fri Jun 15 06:49:01 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Fri, 15 Jun 2012 05:49:01 -0500
Subject: [BoatAnchors] Strange Hallicrafters S-38B
Message-ID: <DC70A483C39F4A769DAEECE94ACC8DAD@c1408123a>

I'm pretty familiar with Hallicrafters S-38s from the original through the "C" model and am aware of a few variants of the original a la Dachis' book. However, before now, I'd never heard of (much less seen) a "B" model with and ANL switch. I

now own one. From what I've always believed, the ANL circuitry was only in the original version. Does anyone have any information on this and/or any other variants?

Thanks and 73 to all,

Bob AG5X

From jcoward5452 at aol.com Sat Jun 16 17:41:46 2012
From: jcoward5452 at aol.com (Jay Coward)
Date: Sat, 16 Jun 2012 17:41:46 -0400 (EDT)
Subject: [BoatAnchors] [Boatanchors] Strange Hallicrafters S-38B
In-Reply-To: <DC70A483C39F4A769DAEECE94ACC8DAD@c1408123a>
References: <DC70A483C39F4A769DAEECE94ACC8DAD@c1408123a>
Message-ID: <8CF1A1FF6BDBFD5-2C70-7ED5@webmail-m148.sysops.aol.com>

Hi,

My S-38B does not have the ANL switch. Maybe it was deleted sometime during the B production?

Jay KE6PPF

-----Original Message-----

From: Bob Jackson <bob at nofrowns.net>
To: puck.boat <boatanchors at puck.nether.net>; qth.boat <boatanchors at mailman.qth.net>; porch.boat <boatanchors at theporch.com>
Sent: Sat, Jun 16, 2012 1:18 pm
Subject: [Boatanchors] Strange Hallicrafters S-38B

I'm pretty familiar with Hallicrafters S-38s from the original through the "C" model and am aware of a few variants of the original a la Dachis' book. However, before now, I'd never heard of (much less seen) a "B" model with and ANL switch. now own one. From what I've always believed, the ANL circuitry was only in the original version. Does anyone have any information on this and/or any other variants?

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boatanchors mailing list
home: <http://mailman.qth.net/mailman/listinfo/boatanchors>
help: <http://mailman.qth.net/mmfaq.htm>
post: <mailto:Boatanchors at mailman.qth.net>
List Administrator: Duane Fischer, W8DBF
* For Assistance: dfischer at usol.com **

his list hosted by: <http://www.qsl.net>
please help support this email list: <http://www.qsl.net/donate.html>

From bob at nofrowns.net Sun Jun 17 13:18:51 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Sun, 17 Jun 2012 12:18:51 -0500
Subject: [BoatAnchors] Starng S-38B w/ANL switch - A Probable Answer
Message-ID: <47C24C40057B4049A78119AB83D3E815@c1408123a>

After removing the chassis to examine the circuitry and the cabinet more closely, I now believe that the ANL addition was a modification done by a previous owner, or at their direction. The three-switch group could be easily achieved by robbing an original model "parts" radio. That would make the red switch paddles and the spacing look correct. I also noted that the ANL switch was not secured to the cabinet with a blind rivet as are the original switches are.

As for the cabinet itself, the ANL switch hole is slightly larger and a bit "rougher" than the others. It was probably done using a "nibbler". Further, close inspection of the lettering reveals that it is less sharp and that the paint is flat and not raised as the original ones. The font is a fairly close match but in a larger point size. As for the circuitry, not having the BFO tube called for some "inventiveness" on the part of the modifier which looks dubious at best to me.

My conclusion is a that this isn't a factory variant but a failed attempt to add ANL to a design that was never meant to have such. I have sent a note to Chuck Dachis regarding this radio and if I hear back from him I'll post his response here for those that might be interested.

Bob AG5X

From rdillontx1 at verizon.net Sun Jun 17 19:03:14 2012
From: rdillontx1 at verizon.net (Roger Dillon)
Date: Sun, 17 Jun 2012 18:03:14 -0500
Subject: [BoatAnchors] Wireless operators
Message-ID: <4FDE6232.6050800@verizon.net>

Thought you all would enjoy this picture from 1917 of wireless operators training at Pratt Institute.

http://www.shorpy.com/node/13132?size=_original#caption

Shorpy.com is a site that displays photos from the 1900 to 1930 era, mostly.

You could print out a copy of the pic, hang it on the wall and tell everyone you were there in the leftmost row, fourth from the front.

One thing that stands out is the lack of starch in all the uniforms.

73

Roger

N5PGH

From w4rl at bellsouth.net Sun Jun 17 20:16:46 2012

From: w4rl at bellsouth.net (Robert Lawson)

Date: Sun, 17 Jun 2012 19:16:46 -0500

Subject: [BoatAnchors] Wireless operators

In-Reply-To: <4FDE6232.6050800@verizon.net>

References: <4FDE6232.6050800@verizon.net>

Message-ID: <4FDE736E.4040708@bellsouth.net>

And just for the record, with me being one, not a southpaw among them.
Hmmm.....

I'm wondering now how many of us 'Southpaws' out there send right handed
and write down the text or parts of it left handed? That's what I do.
But I can use a key, keyer or paddle either way.

Robert W4RL

On 6/17/2012 6:03 PM, Roger Dillon wrote:

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>

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> N5PGH

>

>

> -----
> BoatAnchors mailing list

> BoatAnchors at theporch.com

> <https://minime.theporch.com/mailman/listinfo/boatanchors>

>

From pulsarxp at embarqmail.com Sun Jun 17 20:13:53 2012
From: pulsarxp at embarqmail.com (L L bahr)
Date: Sun, 17 Jun 2012 20:13:53 -0400 (EDT)
Subject: [BoatAnchors] Wireless operators
In-Reply-To: <4FDE6232.6050800@verizon.net>
Message-ID:
<1921383693.1749148.1339978433094.JavaMail.root@md35.embarq.synacor.com>

What a great picture!

Thanks.

Lee, w0vt

----- Original Message -----

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http://www.shorpy.com/node/13132?size=_original#caption

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N5PGH

BoatAnchors mailing list

BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From wa9jml at frontier.com Sun Jun 17 22:42:25 2012
From: wa9jml at frontier.com (Steve Berg)
Date: Sun, 17 Jun 2012 21:42:25 -0500
Subject: [BoatAnchors] Wireless operators
In-Reply-To: <4FDE736E.4040708@bellsouth.net>
References: <4FDE6232.6050800@verizon.net> <4FDE736E.4040708@bellsouth.net>

Message-ID: <4FDE9591.2040608@frontier.com>

The uniforms are not starched, and the brickwork in those walls looks pretty sad, too. How did they ever get through an IG inspection? HIHI!

Steve WA9JML

From spr at earthlink.net Sun Jun 17 23:09:28 2012

From: spr at earthlink.net (Scott Robinson)

Date: Sun, 17 Jun 2012 20:09:28 -0700

Subject: [BoatAnchors] Vintage Tek

In-Reply-To: <0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>

References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>

<0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>

Message-ID: <4FDE9BE8.2050301@earthlink.net>

Hi Rodger,

The other nice thing about the tube Tek scopes is that there are so few black beauties--maybe 5 per scope--to deal with. Also, they were all made with Mallory FP twist-lok electrolytics, and I have replaced only one such, in a 310. Han Van Cleef (anyone remember him?) says he never need to replace an FP.

Great stuff!

/scott

On 6/11/12 2:25 PM, Singley, Rodger wrote:

> Old Tektronix gear was my introduction to electronics. My father was a civilian with the Air Force working in precision measurements and he also calibrated some test gear for local shops. At the age of 10 in 1970 I had my first experience adjusting the L/C delay line of an early Tektronix scope and I still have the Type 514 that was my father's first scope.

>

> Today I use mainly a pair of Type 7854 scopes on the bench but in addition to several other 7000 series scopes I also have some classic 500 series scopes and plug-ins including a 545A, 555, and 556.

>

> The construction quality of the tube type scopes is a thing of beauty. I think I have replaced larger numbers of tantalum caps in my 7000 series mainframes and plug-ins than I have any type of components in my older 500 series equipment. It was very well built with the only problem being some black beauty caps in the older models.

>

> Rodger WQ9E

>

> Dr. Rodger B. Singley
> Professor of Marketing
>
>
>
> -----Original Message-----
> From: boatanchors-bounces at theporch.com [mailto:boatanchors-bounces at theporch.com] On Behalf Of Don Reaves
> Sent: Monday, June 11, 2012 3:29 PM
> To: Boatanchors
> Subject: [BoatAnchors] Vintage Tek
>
> Tektronix museum notes and stories:
>
> http://www.edn.com/electronics-blogs/other/4374496/Preserving-our-past--oscilloscope-history?cid=EDNToday_20120611
> <http://www.vintagetek.org>
>
> Wasn't Stan Griffiths a list member once upon a time?
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>

From k1lky at earthlink.net Mon Jun 18 01:31:22 2012
From: k1lky at earthlink.net (Roy Morgan)
Date: Mon, 18 Jun 2012 01:31:22 -0400
Subject: [BoatAnchors] Vintage Tek
In-Reply-To: <4FDE9BE8.2050301@earthlink.net>
References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>
<0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>
<4FDE9BE8.2050301@earthlink.net>
Message-ID: <0C97F86B-74A8-4669-B907-9EB5C202E163@earthlink.net>

On Jun 17, 2012, at 11:09 PM, Scott Robinson wrote:

> Hi Rodger,
>
> The other nice thing about the tube Tek scopes is that there are so
> few black beauties--maybe 5 per scope--to deal with.

I just tonight tried to fire up a 585 I have here.. no fuse! Stole fuse from a 545 and the HV did not come on. Maybe the time delay tube is missing. Will investigate more tomorrow.

Roy

Roy Morgan
k1lky at earthlink.net
K1LKY Since 1958 - Keep 'em Glowing!

From spr at earthlink.net Mon Jun 18 02:07:22 2012
From: spr at earthlink.net (Scott Robinson)
Date: Sun, 17 Jun 2012 23:07:22 -0700
Subject: [BoatAnchors] Vintage Tek
In-Reply-To: <0C97F86B-74A8-4669-B907-9EB5C202E163@earthlink.net>
References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>
<0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>
<4FDE9BE8.2050301@earthlink.net>
<0C97F86B-74A8-4669-B907-9EB5C202E163@earthlink.net>
Message-ID: <4FDEC59A.9020008@earthlink.net>

Hi Roy,

Check the black beauty from the screen of the tube (6AQ5, probably) that drives the HV transformer to ground. Low screen voltage will cause no HV, had it happen in that same 310.

Now, in my own 310, the loss of HV was due to leakage from the CRT heater winding to ground in the power transformer. I added a separate filament transformer and was big in business.

Good luck!

/scott

On 6/17/12 10:31 PM, Roy Morgan wrote:

>

> On Jun 17, 2012, at 11:09 PM, Scott Robinson wrote:

>

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>>

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>> few black beauties--maybe 5 per scope--to deal with.
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>
> Roy
>
>
> Roy Morgan
> k1lky at earthlink.net
> K1LKY Since 1958 - Keep 'em Glowing!
>
>
>
>

From gumbear at pacbell.net Mon Jun 18 02:53:26 2012

From: gumbear at pacbell.net (Arden Allen)

Date: Sun, 17 Jun 2012 23:53:26 -0700

Subject: [BoatAnchors] Vintage Tek

References:

<CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com><0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>

<4FDE9BE8.2050301@earthlink.net>

Message-ID: <002001cd4d1f\$1939b670\$650aa8c0@KB6NAX>

Yes, even FP's are mortal. I replaced just one, shorted in a 516, but I attribute that to long disuse and it died quickly on full line voltage in spite of gradual increase of line voltage. But that was just one out of perhaps 150 in all the Tekes I've restored.

A note on the "black beauty" pandemic. Sprague made different product quality lines of caps that were molded in black phenolic. I've never had to replace one in any Tek scope I've worked on which suggests Tek used only the good quality parts. Some folks know the product series that are the good ones, but I don't.

When installing a filament transformer to bypass the shorted CRT filament winding on the main power transformer if the HV exceeds 1500 volts you can use a Stancor (White Rogers) P8190 which is rated at 5000 volts between secondary, primary and core. I fixed several 503's using that transformer, the CRT cathode voltage is 3KV.

Arden Allen
KB6NAX

Adopt a shelter dog,
save an innocent life,
and make a friend forever =:-)

Hi Rodger,

The other nice thing about the tube Tek scopes is that there are so few black beauties--maybe 5 per scope--to deal with. Also, they were all made with Mallory FP twist-lok electrolytics, and I have replaced only one such, in a 310. Han Van Cleef (anyone remember him?) says he never need to replace an FP.

Great stuff!

/scott

.....

From rbsingl at ilstu.edu Mon Jun 18 09:15:00 2012
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Mon, 18 Jun 2012 13:15:00 +0000
Subject: [BoatAnchors] Vintage Tek
In-Reply-To: <002001cd4d1f\$1939b670\$650aa8c0@KB6NAX>
References: <CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com>
<0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu>
<4FDE9BE8.2050301@earthlink.net>
<002001cd4d1f\$1939b670\$650aa8c0@KB6NAX>
Message-ID: <0DEBF1C8D8437248BE53CD4213B89BD318DBF440@ISUEMBX02.ad.ilstu.edu>

Hi Scott and Arden,

The only black beauties I have replaced in older Tektronix scopes was in my father's 514AD (a very early scope) and a 555 (33 mhz. dual beam with plug in vertical and time bases). The 555 had been sitting unused for decades in a hanger with no air conditioning or heating but all it required was replacement of a few caps, control cleaning, and calibration. It and my 556 (50 mhz dual beam) are both complex but very reliable.

The Hallicrafters SX-88 I restored that had been sitting in a box in an air conditioned house was another story :(Every black beauty in it was cracked and if you think getting to the "dog house" second converter is a problem in a SX-96 or later the SX-88 is truly a pain. Several of the wires you have to unsolder are buried under the selectivity switch and once the converter sub-chassis is out it also has a number of black beauty caps. As to build quality, in this most

expensive Hallicrafters receiver all of the SX-88 solder connections had a little dot of red inspection paint including an input coil connection that had red paint but never any solder. I found that one while running down an intermittent noise on the highest frequency range. Apparently the mechanical connection was good enough for it to pass factory testing and alignment and the red paint guy had clear instructions to just put a dot of red paint on every connection (but don't actually inspect).

After working on a piece of Tektronix gear coming back to the construction quality and poor documentation of typical ham gear produces technological jet lag. I recently finished restoring a RME model 70 with the built in DB-20 preselector and although it is a classy looking receiver the build and mechanical parts quality leaves a bit to be desired.

Rodger WQ9E

Dr. Rodger B. Singley
Professor of Marketing

-----Original Message-----

From: boatanchors-bounces at theporch.com [mailto:boatanchors-bounces at theporch.com] On Behalf Of Arden Allen
Sent: Monday, June 18, 2012 1:53 AM
To: Scott Robinson; boatanchors at theporch.com
Subject: Re: [BoatAnchors] Vintage Tek

Yes, even FP's are mortal. I replaced just one, shorted in a 516, but I attribute that to long disuse and it died quickly on full line voltage in spite of gradual increase of line voltage. But that was just one out of perhaps 150 in all the Tekes I've restored.

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Great stuff!

/scott

.....

BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From 4cx250b at muohio.edu Mon Jun 18 09:39:33 2012
From: 4cx250b at muohio.edu (Jim Garland)
Date: Mon, 18 Jun 2012 07:39:33 -0600
Subject: [BoatAnchors] Vintage Tek
In-Reply-To: <0DEBF1C8D8437248BE53CD4213B89BD318DBF440@ISUEMBX02.ad.ilstu.edu>
References:
<CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com><0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu><4FDE9BE8.2050301@earthlink.net>
> <002001cd4d1f\$1939b670\$650aa8c0@KB6NAX>
<0DEBF1C8D8437248BE53CD4213B89BD318DBF440@ISUEMBX02.ad.ilstu.edu>
Message-ID: <FED52338A46447FAA2875D9C31651A7D@JimsOffice>

I'll echo Rodger's comments on the challenge of working with the SX-88. The radio is loaded with black beauties, and replacing them is quite an ordeal. The IF subchassis that sits on top the main chassis has thirteen cables & wires connecting to it. Disconnecting the snarl of wires, replacing the caps underneath the subchassis, and then reinstalling the subchassis without damaging anything is not a job for the faint of heart! I rebuilt the power supply can electrolytic and replaced the other electrolytics and all the black beauties in my SX-88, except for one that was buried underneath a switch wafer in the RF compartment. I simply couldn't get at that one without disassembling the wafer, and I decided to wait to do that until I had a problem!

I acquired my SX-88 several years ago from an SK estate and also got an

SX-73 from the same sale. The SX-73 preceded the SX-88 by a couple of years (1952, as I recall) and was built mostly for the military market. The difference in build quality between it and the SX-88 is striking. All parts in the SX-73 are easily accessible, the wiring is orderly and tidy, the components all highest quality, and no black beauties anywhere. Aside from a minor alignment, the SX-73 needed no restoration at all and plays as well as it did when new. Obviously, Hallicrafters knew what steps were needed to build a high-quality receiver, but didn't take those steps in their consumer-oriented products.

As a postscript, I listed my pile of old black beauties (the ones without cracks and electrolyte leakage) on eBay and sold them to an audiophile in Hong Kong for \$150. There was intense bidding on them. They're apparently coveted for frequency determining elements in vintage guitar amplifiers.

73,
Jim Garland W8ZR

> -----Original Message-----

> From: boatanchors-bounces at theporch.com
[mailto:boatanchors-bounces at theporch.com]

> On Behalf Of Singley, Rodger

> Sent: Monday, June 18, 2012 7:15 AM

> To: Arden Allen; Scott Robinson; boatanchors at theporch.com

> Subject: Re: [BoatAnchors] Vintage Tek

>

> Hi Scott and Arden,

>

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> Rodger WQ9E
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> Dr. Rodger B. Singley
> Professor of Marketing
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>
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> -----Original Message-----
> From: boatanchors-bounces at theporch.com
[mailto:boatanchors-bounces at theporch.com]
> On Behalf Of Arden Allen
> Sent: Monday, June 18, 2012 1:53 AM
> To: Scott Robinson; boatanchors at theporch.com
> Subject: Re: [BoatAnchors] Vintage Tek
>
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> KB6NAX
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> maybe 5 per scope--to deal with. Also, they were all made with Mallory FP twist-lok
> electrolytics, and I have replaced only one such, in a 310. Han Van Cleef (anyone
> remember him?) says he never need to replace an FP.
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> Great stuff!
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> /scott
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>
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> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
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> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From 4cx250b at muohio.edu Mon Jun 18 09:48:55 2012
From: 4cx250b at muohio.edu (Jim Garland)
Date: Mon, 18 Jun 2012 07:48:55 -0600

Subject: [BoatAnchors] N7ARY SK
Message-ID: <03128DC213B245ABBB48BFFA093DCA2D@JimsOffice>

Many members of the List probably don't know George Carle, N7ARY, in Olympia, WA, who succumbed to cancer a few weeks ago. George was an extremely nice gentleman, and greatly admired by all who knew him.

George kept a very low profile, lived alone, was not active on the air, and was not well known outside his close circle of friends. What is not generally known is that George probably had the largest and most extensive boatanchor collection the world - literally thousands of radios, many of the rarest and most unique ones. Before passing, George arranged with close friends for his collection to be gradually sold off, a job that will obviously take a number of years.

73,

Jim W8ZR

From arc5 at ix.netcom.com Mon Jun 18 10:22:27 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 18 Jun 2012 09:22:27 -0500
Subject: [BoatAnchors] N7ARY SK
In-Reply-To: <03128DC213B245ABBB48BFFA093DCA2D@JimsOffice>
References: <03128DC213B245ABBB48BFFA093DCA2D@JimsOffice>
Message-ID: <1237561D9FEC4E3B9CD87856002A5441@DaddyPC>

Bless him for his efforts to keep his collection out of the landfill or garage sale.
"Go and do ye likewise..."

From scb at hiwaay.net Mon Jun 18 11:00:04 2012
From: scb at hiwaay.net (scb at hiwaay.net)
Date: Mon, 18 Jun 2012 10:00:04 -0500
Subject: [BoatAnchors] Re; wireless operators
Message-ID: <20120618100004.18865t0phclm5nxw@webmail.hiwaay.net>

Hi Group;
I see that all but one is using Baldwin Type "C" balanced armature headsets. These unique balanced armature high-sensitivity headsets were very popular during the wireless era before vacuum tube amplification and Gov't agencies incl the Sig Corps used them. A generally unknown fact about these Salt Lake City made headsets is

that they were the cash cow that funded the modern Mormon "fundamentalist" polygamy movement (Nathaniel Baldwin was a Mormon Fundamentalist convert) as the company profits outside of wages and operating costs went directly to supporting the movements activities and expenses. All this came to an end in 1925 when the general use of vacuum tube amplifiers and loudspeakers rendered hi-sensitivity headsets all-but-obsolete and Baldwins company went more-or-less permanently into the red with the loss of this primary source of income. They tried for a while to be a radio manufacturer but without a unique patented in-demand product they were just another small fish in a very large pond after the Type 'C' based prosperity joyride ended.

I'm very sorry that my mentor, the late Lane Upton, is no longer amongst us to tell this story. May he R.I.P. and be remembered for his contributions to vacuum tube technology and radio history research. Best Rgds to all; Steve Bringhurst

From: Roger Dillon <rdillontx1 at verizon.net>
"Thought you all would enjoy this picture from 1917 of wireless operators training at Pratt Institute.

http://www.shorpy.com/node/13132?size=_original#caption

Shorpy.com is a site that displays photos from the 1900 to 1930 era, mostly.

You could print out a copy of the pic, hang it on the wall and tell everyone you were there in the leftmost row, fourth from the front.

One thing that stands out is the lack of starch in all the uniforms.

73

Roger
N5PGH "

From richardlo at admin.athabascau.ca Mon Jun 18 11:09:26 2012
From: richardlo at admin.athabascau.ca (Richard Loken)
Date: Mon, 18 Jun 2012 09:09:26 -0600 (MDT)
Subject: [BoatAnchors] Wireless operators
In-Reply-To: <4FDE6232.6050800@verizon.net>
Message-ID: <Pine.PMDF.4.44L.1206180906270.194-100000@local.admin.athabascau.ca>

On Sun, 17 Jun 2012, Roger Dillon wrote:

> Thought you all would enjoy this picture from 1917 of wireless operators
> training at Pratt Institute.

I like the Stetsons, stacked in heaps on the table at the back, leaning

against a table at the front, under a chair, etc.

My scout had was identical in 1964, the RCMP still keep them around for full dress hostage takings, and I frequently see pictures of U.S. state troopers wearing them.

What would it cost to build a hat like that today?

--

Richard Loken VE6BSV, Unix System Administrator : "Anybody can be a father
Athabasca University : but you have to earn
Athabasca, Alberta Canada : the title of 'daddy'"
** richardlo at admin.athabascau.ca ** : - Lynn Johnston

From richardlo at admin.athabascau.ca Mon Jun 18 11:12:28 2012
From: richardlo at admin.athabascau.ca (Richard Loken)
Date: Mon, 18 Jun 2012 09:12:28 -0600 (MDT)
Subject: [BoatAnchors] Wireless operators
In-Reply-To: <4FDE736E.4040708@bellsouth.net>
Message-ID: <Pine.PMDF.4.44L.1206180909410.194-1000000@local.admin.athabascau.ca>

On Sun, 17 Jun 2012, Robert Lawson wrote:

> I'm wondering now how many of us 'Southpaws' out there send right handed
> and write down the text or parts of it left handed? That's what I do.
> But I can use a key, keyer or paddle either way.

I am right handed but I send morse with my left hand and operate the computer mouse wiht my left hand - it is not doing anything so it might as well do those jobs and leave my right hand free to write stuff down.

Like you, this means that I can operate a key or a mouse with either hand.

--

Richard Loken VE6BSV, Unix System Administrator : "Anybody can be a father
Athabasca University : but you have to earn
Athabasca, Alberta Canada : the title of 'daddy'"
** richardlo at admin.athabascau.ca ** : - Lynn Johnston

From gumbear at pacbell.net Mon Jun 18 13:56:47 2012
From: gumbear at pacbell.net (Arden Allen)
Date: Mon, 18 Jun 2012 10:56:47 -0700
Subject: [BoatAnchors] Vintage Tek
References:

<CAEj02LYbHcmwJTC2fJDQgXPPQGLBPLfGNs82Nn5SMtFC9xnRKQ@mail.gmail.com><0DEBF1C8D8437248BE53CD4213B89BD318DBE3B2@ISUEMBX02.ad.ilstu.edu><4FDE9BE8.2050301@earthlink.net

> <002001cd4d1f\$1939b670\$650aa8c0@KB6NAX>

<0DEBF1C8D8437248BE53CD4213B89BD318DBF440@ISUEMBX02.ad.ilstu.edu>

<FED52338A46447FAA2875D9C31651A7D@JimsOffice>

Message-ID: <002601cd4d7f\$ed8082a0\$650aa8c0@KB6NAX>

>Obviously, Hallicrafters knew what steps were needed to build a high-quality receiver, but didn't take those steps in their consumer-oriented products.

When doing a military contract you use the parts the gov says you have to use, that's why. Imagine how the war would have gone if there were no quality standards to go by. My experience working for companies doing military contracts is they think Uncle Sam is to be taken advantage of at any chance. And the music goes on....

>As a postscript, I listed my pile of old black beauties (the ones without cracks and electrolyte leakage) on eBay and sold them to an audiophile in Hong Kong for \$150. There was intense bidding on them. They're apparently coveted for frequency determining elements in vintage guitar amplifiers.

Speaking of the music going on.

Arden Allen
KB6NAX

Stupidity is far more dangerous than evil,
for evil takes a break from time to time,
stupidity does not. - Anatole France

> -----Original Message-----

> From: boatanchors-bounces at theporch.com
[mailto:boatanchors-bounces at theporch.com]

> On Behalf Of Singley, Rodger

> Sent: Monday, June 18, 2012 7:15 AM

> To: Arden Allen; Scott Robinson; boatanchors at theporch.com

> Subject: Re: [BoatAnchors] Vintage Tek

>

> Hi Scott and Arden,

>

> The only black beauties I have replaced in older Tektronix scopes was in my father's

> 514AD (a very early scope) and a 555 (33 mhz. dual beam with plug in vertical and time

> bases). The 555 had been sitting unused for decades in a hanger with no
air conditioning or
> heating but all it required was replacement of a few caps, control
cleaning, and calibration.
> It and my 556 (50 mhz dual beam) are both complex but very reliable.
>
> The Hallicrafters SX-88 I restored that had been sitting in a box in an
air conditioned house
> was another story :(Every black beauty in it was cracked and if you
think getting to the
> "dog house" second converter is a problem in a SX-96 or later the SX-88 is
truly a pain.
> Several of the wires you have to unsolder are buried under the selectivity
switch and once
> the converter sub-chassis is out it also has a number of black beauty
caps. As to build
> quality, in this most expensive Hallicrafters receiver all of the SX-88
solder connections had
> a little dot of red inspection paint including an input coil connection
that had red paint but
> never any solder. I found that one while running down an intermittent
noise on the highest
> frequency range. Apparently the mechanical connection was good enough for
it to pass
> factory testing and alignment and the red paint guy had clear instructions
to just put a dot of
> red paint on every connection (but don't actually inspect).
>
> After working on a piece of Tektronix gear coming back to the construction
quality and
> poor documentation of typical ham gear produces technological jet lag. I
recently finished
> restoring a RME model 70 with the built in DB-20 preselector and although
it is a classy
> looking receiver the build and mechanical parts quality leaves a bit to be
desired.
>
> Rodger WQ9E
>
> Dr. Rodger B. Singley
> Professor of Marketing
>
>
>
> -----Original Message-----
> From: boatanchors-bounces at theporch.com
[mailto:boatanchors-bounces at theporch.com]
> On Behalf Of Arden Allen

> Sent: Monday, June 18, 2012 1:53 AM
> To: Scott Robinson; boatanchors at theporch.com
> Subject: Re: [BoatAnchors] Vintage Tek
>
> Yes, even FP's are mortal. I replaced just one, shorted in a 516, but I attribute that to long
> disuse and it died quickly on full line voltage in spite of gradual increase of line voltage.
> But that was just one out of perhaps 150 in all the Tekes I've restored.
>
> A note on the "black beauty" pandemic. Sprague made different product quality lines of
> caps that were molded in black phenolic. I've never had to replace one in any Tek scope
> I've worked on which suggests Tek used only the good quality parts. Some folks know the
> product series that are the good ones, but I don't.
>
> When installing a filament transformer to bypass the shorted CRT filament winding on the
> main power transformer if the HV exceeds 1500 volts you can use a Stancor (White Rogers)
> P8190 which is rated at 5000 volts between secondary, primary and core. I fixed several
> 503's using that transformer, the CRT cathode voltage is 3KV.
>
> Arden Allen
> KB6NAX
>
> Adopt a shelter dog,
> save an innocent life,
> and make a friend forever =:-)
>
>
> Hi Rodger,
>
> The other nice thing about the tube Tek scopes is that there are so few black beauties--
> maybe 5 per scope--to deal with. Also, they were all made with Mallory FP twist-lok
> electrolytics, and I have replaced only one such, in a 310. Han Van Cleef (anyone
> remember him?) says he never need to replace an FP.
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> /scott
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>
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> BoatAnchors mailing list
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From k0dan at comcast.net Tue Jun 19 00:08:53 2012
From: k0dan at comcast.net (K0DAN)
Date: Mon, 18 Jun 2012 23:08:53 -0500
Subject: [BoatAnchors] Fw: HEAVY DUTY FOOTSWITCH
Message-ID: <91A3AE3529254BBEACD42ECE82A90D88@K0DANHamshack>

Heavy duty Motorola footswitch (from Centracom Console), surplus to my needs. Used but good condition.

Looks like this:
http://www.ebay.com/itm/Vintage-Motorola-Traditional-Clipper-Twin-Foot-Switch-Model-BLN6732B-Pedal-/400270715113?pt=LH_DefaultDomain_0&hash=item5d31fe68e9
...but is only a single unit, not dual.

Can send you a photo of the item if you're interested.

\$20 plus whatever shipping is (can probably go in a small or medium USPS flat rate box).

Please contact me off list.

Tnx es 73,

dan
k0dan

From ddillman at igc.org Wed Jun 20 16:07:38 2012
From: ddillman at igc.org (Richard Dillman)
Date: Wed, 20 Jun 2012 13:07:38 -0700 (GMT-07:00)
Subject: [BoatAnchors] Night of Nights XIII - Save the Date
Message-ID: <17217395.1340222859213.JavaMail.root@elwamui-milano.atl.sa.earthlink.net>

NIGHT OF NIGHTS XIII - SAVE THE DATE

12 July 1999 was a sad day for many of us. We knew it was coming but when the end finally arrived it was a shock. I was there.

It was the supposed last day of Morse code. The final sign off took place at a remote station on the Pacific coast. Women attending the event were dressed as if at a funeral. Grizzled, hard bitten old men, the kind you wouldn't mess with in a bar room, had tears in their eyes as the last messages were keyed out to the world at 0000 gmt. And then there was silence. It was just beeps in the air. But that's how much Morse code means to the men and women who made the profession of radiotelegrapher one of honor and skill.

But the prediction of the death of Morse code was not to be fulfilled. On that day the Maritime Radio Historical Society was born. On that day we began plans to restore a Morse code radio station - the famous KPH. One year later we held the first "Night of Nights" when not only KPH but other coast stations appeared once again on the air. Every year since we have commemorated that date by returning these stations to the air and thereby, we hope, honoring the men and women who came before us.

Join us this year for Night of Nights XIII. See and hear a real Morse code coast station in full song. Mingle with the pioneers who were the men and women of the airwaves.

Or, if you can't join us in person, join us on the air. KSM and, we hope, KPH and KFS will be in action (to be confirmed - watch our Web site for updates). K6KPH will be open to calls from amateur stations.

When: 12 July 2012 - Doors open at 3:00pm, first transmission at 5:01pm (0001gmt)

Where: KPH receive station, 14700 Sir Francis Drake Blvd, past the oyster company and G Ranch

Information: info at radiomarine.com or 663-8982

Light snacks will be served.

VY 73,

RD

=====

Richard Dillman, WPE2VT
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>

=====

From ddillman at igc.org Fri Jun 22 12:54:40 2012
From: ddillman at igc.org (Richard Dillman)
Date: Fri, 22 Jun 2012 09:54:40 -0700 (GMT-07:00)
Subject: [BoatAnchors] K6KPH Schedule for Field Day Bulletin
Message-ID: <5939906.1340384080579.JavaMail.root@mswamui-valley.atl.sa.earthlink.net>

As usual K6KPH will be the West Coast outlet for the annual ARRL Field Day bulletin. All thanks to the MRHS Transmitter Department (led this year by Paul Shinn while Steve Hawes is on vacation.) for their major effort to shift and re-tune the K6KPH transmitters and antennas for the W1AW frequencies.

For a full schedule of the ARRL Field Day transmissions including those for K6KPH see:

<http://www.arrl.org/files/file/Field-Day/2012/2012-FD-W1AW-Sked.pdf>

RD

=====

Richard Dillman, WPE2VT
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>

=====

From WA1KBQ at aol.com Sat Jun 23 12:19:08 2012
From: WA1KBQ at aol.com (WA1KBQ at aol.com)
Date: Sat, 23 Jun 2012 12:19:08 -0400 (EDT)
Subject: [BoatAnchors] Vintage Tek
Message-ID: <33c7.78a6b533.3d17467c@aol.com>

Well said, and I agree after restoring a Tek 453, but the Tektronix 555 sold for \$2600 in its 1st year while the RME was probably priced under \$200.

A Hakko 808 desoldering gun is practically indispensable for taking solder joints apart. Does the job so quickly and neatly that you can usually reuse the original lead dress on hook-up wiring during reassembly. I also found a connection in my SX-88 which was not soldered at the factory and no one caught it for over 50 years!

Regards, Greg

In a message dated 6/18/2012 9:15:40 A.M. Eastern Daylight Time,
rbsingl at ilstu.edu writes:

Hi Scott and Arden,

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Rodger WQ9E

Dr. Rodger B. Singley
Professor of Marketing

-----Original Message-----

From: boatanchors-bounces at theporch.com
[mailto:boatanchors-bounces at theporch.com] On Behalf Of Arden Allen
Sent: Monday, June 18, 2012 1:53 AM
To: Scott Robinson; boatanchors at theporch.com
Subject: Re: [BoatAnchors] Vintage Tek

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Arden Allen
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Great stuff!

/scott

.....

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From WA1KBQ at aol.com Sat Jun 23 13:05:55 2012
From: WA1KBQ at aol.com (WA1KBQ at aol.com)
Date: Sat, 23 Jun 2012 13:05:55 -0400 (EDT)
Subject: [BoatAnchors] Vintage Tek
Message-ID: <42a0.35b68278.3d175173@aol.com>

A Brief Picture History of SX-88 #444 Restoration

[_http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3178.jpg](http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3178.jpg)
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(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3076.jpg)

_http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3085.j

pg_
(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3085.jpg)

_http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3091.j

pg_
(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3091.jpg)

_http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3099.j

pg_
(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3099.jpg)

_http://

i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3183.jpg_

(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3183.jpg)

_http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3182.j

pg_
(http://i104.photobucket.com/albums/m191/wa1kbq/SX%2088%20-%20444/IMG_3182.jpg)

Also restored #446; #444 is currently in process

Regards, Greg; WA1KBQ

From arc5 at ix.netcom.com Sat Jun 23 22:08:19 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Sat, 23 Jun 2012 21:08:19 -0500
Subject: [BoatAnchors] Dear Smart People: "Zombie" 811s??
Message-ID: <5FD985258A2E46E2A8B1C6F108C25702@DaddyPC>

I'm working on a Collins 30L-1 amplifier.
First time I've ever messed with one
and I haven't done much with any amplifier.
Had to repair the metering circuit, replace the
"fuse" resistor in the HV lead, and "Un-bypass"
all the interlocks. This guy was asking to die.

The four 811 tubes in it look fried; discolored
plates, stained glass etc. All the DC paths and
high-voltage and cathode paths check-out.
30 watts of drive on 75 mtrs gives no plate current
and only a few watts out. I don't have a manual;
is this amp supposed to have some idling current?
Funny... all four of the 811s test as
"good" on a TV-7 tube tester. I'd expect this
would mean they so have some emission.
Is it possible they would draw current with the
static voltages in the TV-7, but not draw current
when driven by RF? Are they "zombie" tubes,
being "un-dead?"

From nu4g.radio at gmail.com Sun Jun 24 05:58:23 2012
From: nu4g.radio at gmail.com (Tom Norris)
Date: Sun, 24 Jun 2012 04:58:23 -0500
Subject: [BoatAnchors] Solder/Desolder (WAS: Re:Vintage Tek)
In-Reply-To: <33c7.78a6b533.3d17467c@aol.com>
References: <33c7.78a6b533.3d17467c@aol.com>
Message-ID: <E8283AA9-9E6E-4B86-AA99-116AAC73007E@gmail.com>

I have a Hakko desoldering gun as well. The wife says
it sounds like "a cow having a difficult labor" heehee

Yea, the 808 is one of the best investments I ever made
as far as soldering gear. For years the places I worked
used Pace and Hakko "professional" solder/desolder
stations, so I can't imagine going without a vacuum
desolder device.

Strangely enough braid works better for some surface mount stuff, at least if I can see the device that I'm trying to desolder. heehee

I haven't kept up with the whole conversation, but I hope folks remember when working on older Tek scopes that you MUST use silver-bearing solder when working around the ceramic terminal strips, else the silver will de-laminate from the ceramic portion. (actually sublimate/alloy with the non-silver solder until it erodes completely away.) I think I still have a couple spools of that solder that Tektronix used to include with all their scopes that used the ceramic tie-points. Good stuff!

73

Tom

On 23 Jun 2012, at 11:19 AM, WA1KBQ at aol.com wrote:

>
> A Hakko 808 desoldering gun is practically indispensable for taking solder joints apart. Does the job so quickly and neatly that you can usually reuse the original lead dress on hook-up wiring during reassembly. I also found a connection in my SX-88 which was not soldered at the factory and no one caught it for over 50 years!
>
> Regards, Greg
>

From john.shriver at gmail.com Sun Jun 24 07:52:41 2012
From: john.shriver at gmail.com (John Shriver)
Date: Sun, 24 Jun 2012 07:52:41 -0400
Subject: [BoatAnchors] Dear Smart People: "Zombie" 811s??
In-Reply-To: <5FD985258A2E46E2A8B1C6F108C25702@DaddyPC>
References: <5FD985258A2E46E2A8B1C6F108C25702@DaddyPC>
Message-ID: <4FE6FF89.4000101@gmail.com>

Excellent copy of the manual is at
<http://collinsradio.org/archives/manuals/>, the sections are titled
30L-1-Manual_5th-ed-06-62*.pdf.

Looks like a grounded grid circuit to me, drive to the filaments.

Manual shows 110 mA idling current on the plates.

The RCA 811A tube data (<http://www.radiovilag.hu/images/811A.pdf>) certainly shows that the tubes would be way into cutoff at -120 VDC on the grids. This is normally a "zero bias" tube for Class A, so there's almost no plate current at 0 VDC on the grids. So you're going to need more than 120 AC (P-P) volts of drive to get the tubes conducting in this Class C circuit. The manual says you need 70 watts of drive for full output, so I'd hope that 30 watts would get some output.

You can certainly check out the input network with power off, covers off, by manually operating K1 (toothpick or other wood wedge), applying RF to J2, and seeing that it reaches the filaments of the 811A's. Apply your drive, and see if you're getting enough swing on the filaments (well more than -120 VDC on the peaks) to get into positive tube bias.

A short to ground in L8, C74, or C43 could eat all your drive. Similarly with a short to ground in the tuning caps in the input networks. (Silver mica capacitor silver whisker problem.)

If you didn't have -120 VDC on the grids, K1 wouldn't operate, but then you would get all 30 watts of drive back out J4.

Oh, there's also an ALC circuit connected to the grid circuit. Oh, but there should be no DC path, it's only connected by C72 and C13. Yeah, it's a completely AC circuit, see section 3.7. But I suppose it could be getting way over-eager if mis-adjusted or broken.

On 6/23/2012 10:08 PM, David Stinson wrote:

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> with one and I haven't done much with any amplifier. Had to repair the
> metering circuit, replace the
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> being "un-dead?"
>
>

> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From oldradio at comcast.net Sun Jun 24 08:26:40 2012
From: oldradio at comcast.net (oldradio at comcast.net)
Date: Sun, 24 Jun 2012 12:26:40 +0000 (UTC)
Subject: [BoatAnchors] Maine: Wireless North Pole Presentation about the
Schooner Bowdoin and Don Mix's 1923 expedition.
In-Reply-To:
<1072769590.1312009.1340540774792.JavaMail.root@sz0128a.westchester.pa.mail.comcast.net>
Message-ID:
<888314810.1312020.1340540800257.JavaMail.root@sz0128a.westchester.pa.mail.comcast.net>

July 10

Maine: Wireless North Pole Presentation about the Schooner Bowdoin and Don Mix's 1923 expedition.

<https://firstclass.mma.edu/mmacalendars/fav1-0001a144/S08B703B5-08B7053F?VF=-1>

John Dilks a radio historian and author, will make a presentation entitled, "WNP, Don Mix at the North Pole," on Tuesday, July 10, 2012, at 7:30 p.m., at the Castine Historical Society. The presentation will be held in the Mitchell Room located on the lower level of the Abbott School on the Town Common. The presentation will be free of charge and open to the public.

The Maine Maritime Academy in Castine is the home port of the Schooner Bowdoin.

The Schooner Bowdoin was built during the winter of 1920-21 for the famed Arctic explorer Donald B. MacMillan, and launched from Hodgdon Brothers Shipyard in East Boothbay, Maine. At 88 feet long, 21 feet wide, and weighing 66 tons, the Bowdoin is the smallest vessel designed expressly for Arctic work. In 1921-22, the design of the ship proved to be perfect for MacMillan's Arctic work, and he sailed the Bowdoin more than 300,000 miles over 26 voyages through the frozen North in exploration and scientific studies. The Bowdoin was completely rebuilt in 1980-84 by Maine Maritime Museum's boatshop, Percy & Small Shipyard. It has been the official state vessel of Maine since 1988.

-. -

From k4pf at juno.com Sun Jun 24 14:48:52 2012
From: k4pf at juno.com (k4pf at juno.com)
Date: Sun, 24 Jun 2012 18:48:52 GMT
Subject: [BoatAnchors] Dear Smart People: "Zombie" 811s??
Message-ID: <20120624.144852.21401.0@webmail01.vgs.unttd.com>

Hi, John and Dave

Sorry to say this, John, but you took too hurried a glance at the manual. The 30L-1 has no provision to operate class C (unlike the somewhat similar Johnson Courier amplifier).

The -120VDC provides the cutoff bias to the tubes in standby, and serves as the power supply for the T/R relay. When the "Ant Relay" line is grounded, the tube grids are also grounded.

David, I would check the calibration of the plate current meter of the 30L-1. Your "undead" tubes might be OK, and the plate current meter is reading wrong.

You can check this by using a small DC power supply and a series power resistor, with the AC power completely removed from the 30L-1.

Set up the supply to produce 500 mA. Use say a 12VDC supply, and a series 24K 10W resistor. Connect the series circuit across the 1 Ohm current sense resistor R8 of the 30L-1, negative to the top of the R8 resistor, positive to ground. The 1 Ohm resistor R8 is the return for the HV supply, and the panel meter should read 500mA in the "plate" position.

If it doesn't, check the value of the 1 Ohm resistor, it may have been smoked.

One thing to be careful about is that some tube manufacturers were careless with their production of 811A's. The major axis of the plate assembly should be in the same plane as pins 1 and 4 (the thick filament pins) of the 811A. If it is not, the tube should not be operated in the horizontal position, due to the danger of a sagging filament touching another element.

In the mid-1970's Collins themselves were shipping new 30L-1's with tubes that didn't meet that spec, resulting in many costly failures.

73,

Ed Knobloch

> John Shriver <john.shriver@gmail.com>

>Excellent copy of the manual is at
<http://collinsradio.org/archives/manuals/>, the sections are titled
30L-1-Manual_5th-ed-06-62*.pdf.

Looks like a grounded grid circuit to me, drive to the filaments.

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> Is it possible they would draw current with the static voltages in the
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> being "un-dead?"
>
>

From k4pf at juno.com Sun Jun 24 15:01:32 2012
From: k4pf at juno.com (k4pf at juno.com)
Date: Sun, 24 Jun 2012 19:01:32 GMT
Subject: [BoatAnchors] Dear Smart People: "Zombie" 811s?? -- Correction
Message-ID: <20120624.150132.21401.1@webmail01.vgs.unttd.com>

Hi, John and David

Sorry, I have to add a correction to my last, about using
a small power supply and series power resistor to check the plate
meter calibration.

That should obviously be a 24 Ohm resistor, not a 24K resistor,
with a 12VDC supply, to produce 500mA.

73,
Ed

From bob at nofrowns.net Tue Jun 26 19:34:31 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Tue, 26 Jun 2012 18:34:31 -0500
Subject: [BoatAnchors] Casting Knobs
Message-ID: <49F35880C5754EC681D7BCD39C3B8D99@c1408123a>

Is there a primer on how to cast radio knobs, e.g. what materials to use, where to
get them, step 1,2,3... etc?

Bob AG5X

From bob at nofrowns.net Wed Jun 27 09:11:20 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Wed, 27 Jun 2012 08:11:20 -0500

Subject: [BoatAnchors] Casting radio knobs
Message-ID: <FEC7F5B13D8740E0BAA9E87FE5960B52@c1408123a>

Many thanks to all that responded with TONS of useful "how to" info as well as links to same. I think I can take it from here.

Bob AG5X

From bob at nofrowns.net Thu Jun 28 15:44:55 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Thu, 28 Jun 2012 14:44:55 -0500
Subject: [BoatAnchors] Information, please!
Message-ID: <455F76C942CE4BE48A038E17C92D015E@c1408123a>

I've just acquired a "Termaline Wattmeter", model 67, 500W, 30-500Mc. Label also reads "Bird Electronic Corp". Large, heavy, black 'finned' body looks like a dummy load. Has a reversed conical front end with what looks like three taps on it. Has an N connector on the pointy end.

Also, a Bell System Model 324 ohmmeter. Also has the word "points" on the meter face. Apparently has a battery inside 'cuz the meter deflects a bit when the (obviously old) clip leads are shorted together.

Any info on either/both would be much appreciated.

Bob AG5X

From navy.radio at gmail.com Thu Jun 28 15:52:01 2012
From: navy.radio at gmail.com (Nick England)
Date: Thu, 28 Jun 2012 15:52:01 -0400
Subject: [BoatAnchors] [Boatanchors] Information, please!
In-Reply-To: <455F76C942CE4BE48A038E17C92D015E@c1408123a>
References: <455F76C942CE4BE48A038E17C92D015E@c1408123a>
Message-ID: <CAB55hNc9JV_qQi=agsKu1riWKE=LDPN2UwpXPF2QruT96jGSDQ@mail.gmail.com>

The very nice folks at Bird have manuals on line for all their discontinued models
<http://www.bird-technologies.com/en/Resources/DiscontinuedProducts/BECManuals.aspx>
The Model 67 manual is at
http://www.bird-technologies.com/~media/bird/files/pdf/discontinuedManuals/611_612_61_67.ashx

cheers,
Nick K4NYW

On Thu, Jun 28, 2012 at 3:44 PM, Bob Jackson <bob at nofrowns.net> wrote:
> I've just acquired a "Termaline Wattmeter", model 67, 500W, 30-500Mc. Label also reads "Bird Electronic Corp". Large, heavy, black 'finned' body looks like a dummy

load. Has a reversed conical front end with what looks like three taps on it. Has an N connector on the pointy end.

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>

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>

> Bob ?AG5X

>

> -----
> Boatanchors mailing list

> Home: <http://mailman.qth.net/mailman/listinfo/boatanchors>

> Help: <http://mailman.qth.net/mmfaq.htm>

> Post: [mailto:Boatanchors at mailman.qth.net](mailto:Boatanchors@mailman.qth.net)

>

> List Administrator: Duane Fischer, W8DBF

> ** For Assistance: [dfischer at usol.com](mailto:dfischer@usol.com) **

>

>

> This list hosted by: <http://www.qsl.net>

> Please help support this email list: <http://www.qsl.net/donate.html>

From gumbear at pacbell.net Fri Jun 29 14:26:29 2012

From: gumbear at pacbell.net (Arden Allen)

Date: Fri, 29 Jun 2012 11:26:29 -0700

Subject: [BoatAnchors] Free - Motorola tubes and semi-thingies

Message-ID: <002601cd5624\$ba01bd60\$650aa8c0@KB6NAX>

I have a sack full of parts from a Motorola commercial two-way radio repair outfit that I have no use for. It includes about 40+ semiconductors, from small signal transistors to T0-3 and T0-220 power types, RF power paddle wheel types, all with Motorola part numbers. Tubes include types 6AF3 (1), 6EV5 (20), 6939 (2), 7060 (10), 7056 (2), 7167 (4), 7258 (1), and 8077 (10), all NIB. Free to a good home, just pay the postage from 94590.

Arden Allen

KB6NAX

I love a dog. He does nothing for political reasons.

-Will Rogers